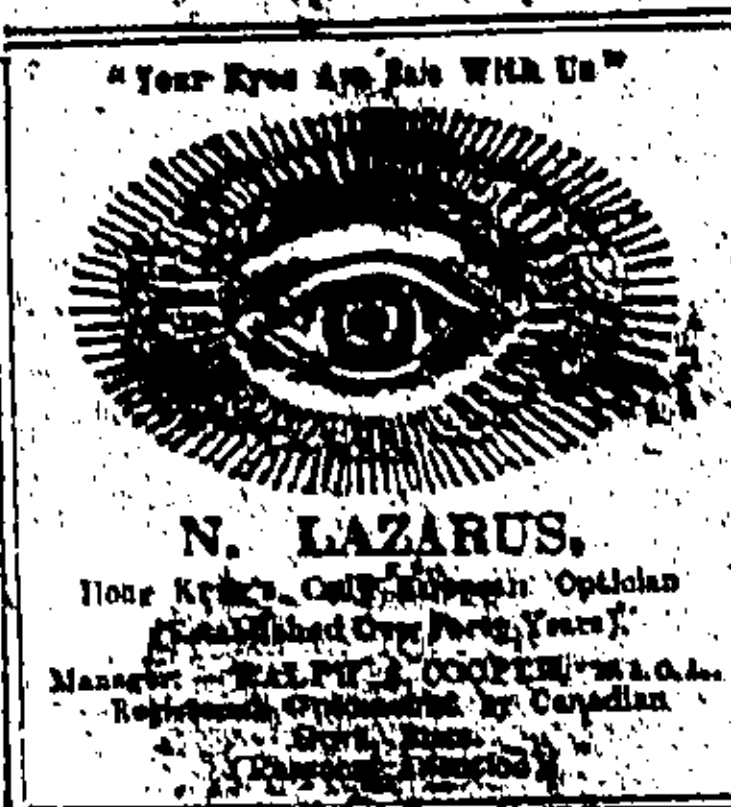


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

WEEKS DAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yuenai ...Dep.	6.49	8.14	9.19	10.09	12.09	1.24	2.24	4.44	5.54
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.36	4.56	6.06
Taipei ...Dep.	7.13	8.38	9.43	10.33	12.33	1.48	2.48	5.08	6.18
Taipei Market Dep.	7.29	8.54	9.59	10.49	12.49	2.04	3.04	5.24	6.34
Fanning ...Dep.	7.35	9.00	10.05	10.55	12.55	2.10	3.10	5.30	6.40
Shenzhen ...Dep.	7.41	9.06	10.11	11.01	13.01	2.16	3.16	5.36	6.46
Shenzhen ...Arr.	7.41	9.06	10.11	11.01	13.01	2.16	3.16	5.36	6.46
Canton ...Arr.	11.50	5.38	—	—	—	—	—	—	—

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	5.45
Yuenai ...Dep.	6.49	8.14	9.19	10.09	12.09	1.24	2.24	4.44	5.54
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.36	4.56	6.06
Taipei ...Dep.	7.13	8.38	9.43	10.33	12.33	1.48	2.48	5.08	6.18
Taipei Market Dep.	7.29	8.54	9.59	10.49	12.49	2.04	3.04	5.24	6.34
Fanning ...Dep.	7.35	9.00	10.05	10.55	12.55	2.10	3.10	5.30	6.40
Shenzhen ...Dep.	7.41	9.06	10.11	11.01	13.01	2.16	3.16	5.36	6.46
Shenzhen ...Arr.	7.41	9.06	10.11	11.01	13.01	2.16	3.16	5.36	6.46
Canton ...Arr.	11.50	5.38	—	—	—	—	—	—	—

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TWO VIEWS ON CHANG TSO LIN.

GENERAL SUTTON AND MAJOR NATHAN.

MEETING OF BRITISH AND CHINESE CORPORATION.

HOW THE TROUBLES IN CHINA EFFECT THE RAILWAYS.

The sack of Canton by the Reds is only one more step towards the whole of China going Red unless Britain takes a strong line of action against the Southerners," said General Frank Sutton, late military adviser to Marshal Chang Tso Lin, to the Daily Express. General Sutton is now in London.

"Chang Tso Lin is British trade's only barrier against the Red menace in China. Japan is supporting him; so should we. The Reds control the Chinese Eastern Railway, one of the most important strategic lines, and Russian officers and N.C.O.s are drilling the Southern forces. Their object is to undermine British prestige and trade in China. They have fired on British gunboats and imprisoned Captain Lator, but they have not fired on American or French boats or maltreated their subjects. The reason is that they wish to get rid of Britain; for Britain is the only Power they really fear. They are encouraging America and France to steal our trade because they know that once they have got us out of the country America and France will easily be shaken off. Unless we act at once we can write off all British investments in China, and you can also wipe out any hope of future trade, for China will become simply a dependency of Moscow. It is no use voting millions of pounds to defend a concession in Shanghai. What good is Shanghai if the rest of the country is allowed to go Red? Shanghai depends, as a trading base, entirely on the country behind it. If China goes Red, Shanghai will be a head without a body."

MAJOR NATHAN.

Speaking at the annual meeting of the British and Chinese Corporation, Ltd., Major Walter S. Nathan, R.E., C.M.G., the chairman, placed Marshal Chang Tso Lin in a different light. It was announced that the Corporation could pay no dividend and that a sum of \$34,000 odd of the earnings of the year, being balance of interest due to the Corporation from the Chinese Government, was in default.

Continuing, Major Nathan said: The railways, though nominally under the control of the Ministry of Communications, continue in fact to be used as instruments of civil war whenever occasion demands, and their earning capacity is, with one exception, gravely impaired. The exception I have in mind is the Peking-Mukden Railway. During most of the months of the year under review this railway has not been directly disturbed by civil war, and its earnings have recently exceeded all records. But, unfortunately for British bondholders and the corporation, the respect for obligations, which we have been accustomed to associate with the Chinese reputation for fair dealing, has not been shown by Marshal Chang Tso Lin and his subordinates, who are now in control of this railway. Its surplus earnings which are hypothecated to the bondholders of the Shanghai-Hangchow-Ningpo Railway Loan of 1903, and of the Shanghai-Pengchow Railway Mortgage Redemption Loan of 1914, as well as to this corporation, as security for the Peking-Mukden Railway Double Track Loan of 1921, have been used by Marshal Chang Tso Lin for railway extensions and betterments, and, indeed, for other purposes in Manchuria without any regard for the specified railway obligations to which they should first be applied. Our own protests against this flagrant and long-continued infraction of agreements, and the diplomatic protests of H.M. Minister

(Continued at foot of next column.)

ATTEMPT TO KILL CHIANG KAI SHEK.

INFERNAL MACHINE IN A COFFIN.

PLACED ON SHANGHAI NANKING RAILWAY.

SHANGHAI, Jan. 8th.

Chief among the events of the Communist demonstration in Chinese sections on Tuesday last week, assiduously withheld from the foreign Press but of great interest to the Shanghai public, were two attempted derailments of trains upon which Chiang Kai Shek proposed travelling. Fortunately the first was discovered through the misadventure of a Chinese farmer, who curiously attempted to investigate what the arrangement meant, and the General was warned of the dangers he might encounter whilst en route to Nanking. Adequate precautions were taken and further designs upon his life were averted.

The original bomb had been placed in a coffin alongside the track of the Shanghai-Hangchow Line near Sunghang, in such a way that the movement of the locomotive would brush against a bamboo pole connected with the coffin and bomb. The innocent farmer saw the device, and manipulated the bamboo pole. He is dead as a result. The explosion failed to damage the track.

A further search of the Shanghai Nanking Line revealed two additional bombs. In recent other possible demonstrations, Chiang Kai Shek's train was preceded by two armoured trains.

The Chinese papers state that 250 Nationalist soldiers on the same evening in Nantao disarmed 50 recruits who are believed to be agents of General Sun Chuan Fang.

A demonstration in Pootung by 100 unemployed men, who had gathered in the vicinity of the Mitsui Coal yard, and who fired on the military when they approached, was broken up by the vigour of the soldiers. Several are reported to have been wounded.

Alleged bandits, but who are believed to have acted in concert with the other gangs raided Huangtu, seven miles toward Nanking on the railway, but were rewarded only with several rifles.—N.C. Daily News.

HOARDED GOLD TO PAY FOR GIFTS.

SOVEREIGNS BROUGHT OUT AT CHRISTMAS.

More sovereigns and half-sovereigns are being passed over shop counters in London this Christmas than have been seen since the early days of the war, says a London paper.

Modern misers who have hidden stocks of gold coins in secret drawers for many years are now taking their precious hoards out for use.

There is scarcely a railway booking office which has not received a sovereign or half-sovereign during the past few days.

A half-sovereign was tendered for a two-penny fare in a Woolwich tramcar on Saturday. The owner had no other money with him, and a fellow passenger promptly bought the coin for ten shillings and sixpence.

DIARY OF EVENTS.

To-day.

Fanning Hunt: Meet at Kennels, 2.45 p.m.
Football: Practice Match, "Kong" v. R.A.F.
H.K.F.C. ground, 3.45 p.m.
Football: United Services Shield Competition, H.M.S. Curlew v. K.O.S.B., Sookunpo, 2 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Hockey: Club 1st XI v. Army (St. Michael), U.S.R.C., 4.15 p.m.
Cafe Regent dinner dance, 8 p.m.
Entries close for St. Peter's Young Men's Club B.H.M. Tournament, Championship, 8 p.m.
Queen's Theatre: "La Boheme."
World Theatre: "A Thief in Paradise."
Star Theatre: "The Rainmaker."
Dick Norton and his "Globe Trotters" in "Happy Moments," Star Theatre, 9.15 p.m.
Thursday.

Cathedral Women's Workers' Guild: Corporate Communion; St. John's Cathedral, 10 a.m.; Committee Meeting, 10.30 a.m.
Annual Distribution of Prizes Ellis Kadoorie School for Indians, by Mr. A. el Arculi, 11.30 a.m.
Garrison Football League: 12th H. B.Y. R.A. v. 31st H. B.Y. R.A. Sookunpo, 4.15 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.
Hockey: Y.M.C.A. v. Club de Reccio.
Reception to welcome the Rev. and Mrs. Alfred Swann, St. John's Cathedral Hall, 4.45 p.m.
Institution of the Rev. Alfred Swann, M.A., D.S.C., as Archdeacon of English work in the Diocese of Victoria, and of the Rev. Canon Shau Tsang, as Archdeacon of Chinese work in the Diocese of Victoria, at St. John's Cathedral, by the Rev. Bishop Duppy, 5.30 p.m.
Musical: "Music from Shakespeare," Helena May Institute, 5.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "The Fire Brigade."
World Theatre: "The Taxi Dancer."
Star Theatre: "Satan in Sables."
Dick Norton and his "Globe Trotters" in "Scenes and Serenades," Star Theatre, 9.15 p.m.
Principal Mail: Inward: Europe via Negapatam, letters (Hector).

Friday.
Annual Distribution of Prizes at Queen's College, by H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), 11 a.m.
Second Round of U.S.R.C. Tennis Tournament (open events) to be completed.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.
Annual meeting Cyndia Dewi Sant (Hong Kong St. David's Society), Mr. D. J. Lewis' office, Messrs. Johnson, Stokes and Master, 5.30 p.m.
Cafe Regent dinner dance, 8 p.m.
Queen's Theatre: "The Fire Brigade."
World Theatre: "The Taxi Dancer."
Star Theatre: "Satan in Sables."
Dick Norton and his "Globe Trotters" in "Scenes and Serenades," Star Theatre, 9.15 p.m.
Principal Mail: Outward: Europe via Siberia (Hector), 5 p.m.

Saturday.
Bankruptcy Court, 10.30 a.m.
Distribution of prizes at Ellis Kadoorie School by the Hon. Sir Shou San Chow, 10.30 a.m.
Fanning Hunt: Meet at Mrs. Hartford's Bungalow, 2.45 p.m.
Entries close for Hong Kong Jockey Club Annual Race Meeting, 3 p.m.
Entries close for Colony's Chess Championship.
Yachting: 7th Championship race for racing yachts.
Cricket League: Division: University v. Chinese R.O.; Craigcromer C.C. v. Kowloon C.C.; I.R.C. v. Royal Navy.
Division II: Royal Navy v. Civil Service C.C. and XI; Kowloon C.C. v. R.E.
Friendly Cricket: H.K.C.C. v. Civil Service C.C.; H.M.S. Tanar v. H.K.C.C. 2nd XI; Club de Reccio v. University 2nd XI.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane, Crawford's Restaurant, 4.30-6.30 p.m.

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PLYMOUTH GIN

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HOUSEBOATING NEAR SHANGHAI.

NEARLY BACK TO NORMAL.

PEOPLE FRIENDLY IN THE
INTERIOR.

The holiday houseboating season just past brings to light encouraging facts regarding the status of this most delightful way of spending several days pleasantly removed from the noises and crowds of Shanghai. Much trepidation has been felt in the not distant past, regarding the wisdom of going off for week-ends or longer periods on the waterways around Shanghai in houseboats, as it was thought there existed some danger from unfriendly or hostile groups of country people.

From questions put to several who took a houseboat trip during the Christmas or New Year's holidays, it has been ascertained that only the most peaceful conditions existed in all the better known places frequented by house-boating parties.

Even in Soochow, where dozens of soldiers are to be seen in the city itself, according to one party who went up by train and met a houseboat there for a cruise on the waterways in the Grand Canal region, there were no signs of unfriendliness to foreigners.

Hare Hunting.

Between Bingo and Haie, where the Shanghai Hounds were taken over New Year for hunting on foot, the party in charge got on splendidly with the country people who joined in the chase, with great gusto, and were as much elated over the killing of three and a half brace of hares as the foreigners. The hunting there was described as excellent, for the hounds, although the ground was a bit hard at the New Year and the scent a bit uncertain.

The same conditions of friendliness on the part of villagers obtained in the vicinity of Pinghu, Baslee and Chapoo, also, the latter place being the destination of a large tow of about ten boats at the Christmas season and a few number at the New Year. Walks around the really delightful country district of Chapoo, where hills and glimpses of the sea add to the feeling of being far distant from Shanghai, afforded outing parties much pleasure. Some of them even succeeded in getting photographs of the villagers who, as is well known, are ever distrustful of the devil which resides in the small black box of the camera.

Interested Countryfolk.

The Si-tai Lake region, easily accessible for a four day trip provided a houseboat is equipped with a motor unit, was another place wherein amicable villagers greeted foreign holiday parties. The usual crowd of "interested" countryfolk gathered around one houseboat and gravely watched the goings and comings of the party, especially of the canine member of the party whose antics caused a certain amount of retreating away from the banks. The giving of the time-honoured empty bottle proved an efficacious entry into the good graces of staring villagers, the writer found.

During shooting expeditions in this neighbourhood, whole villages turned out to view the sport in a thoroughly friendly manner, their presence being, however, not particularly advantageous to the sport.

Correct Place For Hearts.

Another incident which showed that the countryfolk's hearts were "in the right places" occurred when the two feminine members of this particular party went off for a look at an interesting grave, but found their way barred by a winding creek. As they considered their plight, a vegetable boat, piloted by two Chinese farmers, approached softly. Upon being hailed and treated to a series of violent gesticulations the boatmen smilingly agreed to do the necessary ferrying, at the end of which the realization grew upon the passengers that they had no "cumshts" on their persons. One of the ladies, however, noted for her nimble wits, suggested that they be given two cigarettes for their pains, which was done forthwith. The result was that Sino-foreign friendship already well advanced on the case of the two boatmen and the two Shanghai ladies received an encouraging impetus.

In general, it can be said, that houseboating is beginning to get back to normal.—N.O. Daily News.

CHRISTIE & BLUHM CONVICTED.

4 MONTHS' HARD LABOUR
FOR CHRISTIE.

OIL DEAL "A RED HERRING."

The case against James Christie and Christopher Bluhm, of obtaining money from the police reservist Au Yeung by false pretences, was concluded yesterday at the Central Magistracy, when Major Willson convicted both defendants. Christie was sentenced to four months' hard labour, and Bluhm to three months' hard labour. On the charge of entering the Colony without a passport, Bluhm was fined \$50, or in default an additional four weeks' hard labour. The terms are to run from November 18th. Mr. King applied for, and was granted an expulsion order against Bluhm at the expiration of the sentence.

Bluhm Re-examined.

Mr. King had completed his cross-examination of Bluhm at the previous sitting, and proceedings opened yesterday with a brief re-examination of Bluhm by Mr. J. A. Gordon Leask. Bluhm stated that he wished to go to Shanghai to see Thacher, and to arrange shipments and commission. He did not see Thacher when he was in Shanghai as he did not know the market conditions in South China. The expenses were asked from the buyer as the deal was being put through for him.

At the meeting on November 18th he wanted a special brand of oil mentioned because it was the usual business way, and so that there should be no misunderstanding over the brand.

Corroboration Of Bluhm.

Mr. W. K. Smith, an oil exporter from San Francisco, staying at the Kowloon Hotel, said that he knew of the firm of Thacher & Co. and had had dealings with them. They had recently started their own brand of oil, called "Long Life" oil. Mr. Smith also corroborated Bluhm's statements of the oil slump between April and September.

Mr. King stated that there was a director of Jardine's Engineering Corporation in the court who would say that Mr. Zia was a salesman of Jardine's but with no executive authority, but the gentleman was not called.

Mr. Leask's Speech.

Mr. Leask, in his speech for the defence said that no evidence had been brought forward that the defendants were in a position to supply morphia or that they wished to do so.

"The evidence of the prosecution," continued Mr. Leask, "is based upon the police reservist, but it appears that the principal witness is Haynes, and I do not think his evidence could be accepted by anyone. Au Yeung was not a trained police officer; he was told that two foreigners were dealing in morphia, and consequently his one idea was morphia."

"The remark 'You wantchee morph' was the only mention of morphia testified to by both Haynes and Au Yeung. As the first remark of a man of Christie's experience to a stranger it was incredible."

Suggested Motives.

"Haynes, apart from other qualities of which I will not speak, was distinctly biased. Three motives for his actions have been suggested: that he was annoyed because he failed to borrow money from Christie in Shanghai; that he was not allowed to share in the arms deal; that, having particulars of the arms deal, he wished to save his own skin. If your Worship can think for one minute that his evidence can be credited, I shall be very much surprised."

Was Morphia Mentioned?

"The evidence was very strong that Bluhm really was dealing in oil, and that Christie was helping him to establish a footing. Christie's name did not appear on a single letter or cable dealing with oil. In spite of a rigid search no scrap of evidence relating to drugs was discovered. But even if your Worship holds that morphia was mentioned, what evidence has been given that they represented to Au Yeung."

(Continued on next Column.)

THE HAUNTED HOUSE.

PSYCHICAL SOCIETY'S WISH
TO INVESTIGATE.

CASES WELCOMED.

Stories of haunted houses may not be so common as formerly, but they still exercise a strong hold on the imagination.

The case recently reported of a house in a West London square which successive owners have abandoned has aroused great interest. The London business man who recently occupied it described a succession of accidents which occurred when he took possession of the house, and queer whisperings which his wife and he heard at night.

A Daily Mail reporter referred this case to an official of the Society for Psychical Research, 31, Tavistock-square, W.C., who said:

"We keep a private file of cases of haunted houses which have been reported to us, and in some cases we have succeeded in determining the causes of the phenomena associated with the houses."

The records show that many more cases of haunting were reported in the society's early days than now.

The society is anxious to hear of houses reported to be haunted, and where possible investigations are made. All information sent to us is treated as confidential, partly because the value of property might be affected if it were thought to be haunted."

Afraid Of Ridicule.

Why are fewer cases of haunting reported than formerly? The reporter put this question to several people, one of whom suggested that it was due partly to the demolition of old houses and the dividing of others into flats.

Another thought that persons were less inclined to talk about "haunting" because they were afraid of being laughed at.

that they would obtain or deliver it, or even were able to do so?

"The whole evidence rested upon the police reservist, who was a man sent as a decoy. It was laid down that a police witness must be corroborated, but there was no corroboration as the second witness was not to be believed."

Bluhm's Passport.

Dealing shortly with the second charge against Bluhm, Mr. Leask said that the passport was issued in Canton by the Commissioner of Foreign Affairs. He submitted that if he had taken it straight to the Superintendent of Police there would have been no charge. The two defendants had been in gaol since November 18th. He appealed to his Worship to discharge them immediately.

Mr. King's Reply.

Mr. King stated that his case rested on the evidence of Au Yeung who was not a trained police officer, and therefore his evidence for that very reason should carry more weight. He had no interest in telling a trumped up story. Why should Au Yeung invent "morphia" or "Swiss" if the talk had been about oil?

The second witness himself admits that his credit is shaky. Is he likely to go into the box and tell lies in which he can be bowled out?

A Red Herring.

Dealing with the alleged reasons for Haynes' conduct, Mr. King said that the suggestion that Haynes gave away the arms deal to save his skin was preposterous. All he need have done was to tear up the envelope upon which the particulars were written. The suggestion that his actions were prompted by pique was demolished by the fact that he put particulars of the deal before Mr. King from the outset.

It was not the action of a business man to offer Haynes a commission of 5 cents a case of oil before even finding out his own commission. He suggested that the defence was trying to draw oil like a red herring across the case. Christie was throughout the master mind but on account of the documents put forward the defence had to make Bluhm the principal.

Why Drugs?

In a drugs deal once the defendants had got the money Au Yeung had no redress, and therefore drugs were chosen as a safe ground. If the deal had been in oil Au Yeung would have had a remedy in a civil action.

The Verdict.

His Worship stated that he found the evidence of Au Yeung true in every particular. He found that the defendants did conspire together and did obtain \$300 by false pretences. His Worship then passed sentence as above.

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and
JOHN GILBERT

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THE MISCHIEF MAKERS.

THIRD INTERNATIONAL
PLOTS AGAINST COLONIAL
COUNTRIES.

RIGA.

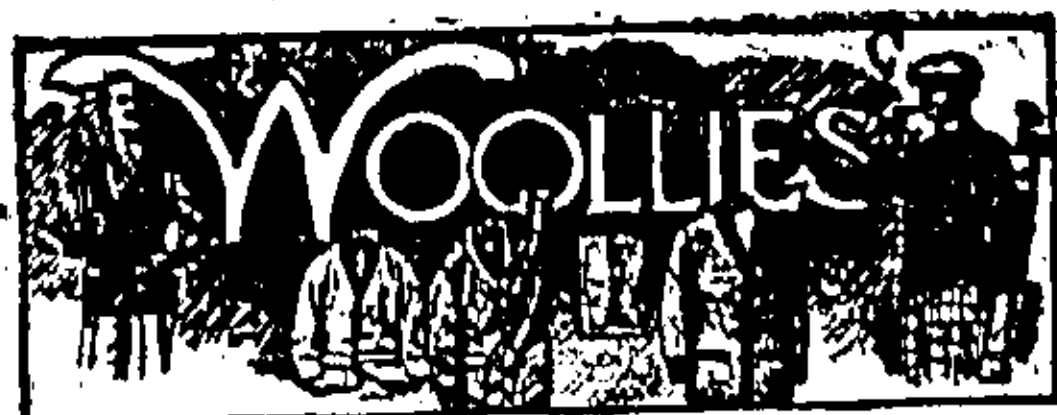
At a meeting of the Communist party Bukharin delivered a speech in which he reported on the activity of the Third International (Komintern). He stated that the present main problem occupying the Komintern was that of a revolutionary movement in colonial countries. According to Bukharin, the tactics of Communists in these countries must consist of preparations for the simultaneous revolutionising of all the colonies and in the co-ordination of the revolutionary movement at a universal congress of the Komintern, which is to be held in May next year. This problem is to be solved, fully and completely.

In all countries except England, according to Bukharin's report, the Communist party is growing ever more and more, but in England the number of members of the Communist party has diminished because of the "economical terror," which, he alleged, is carried out by the British Government and bourgeoisie. According to Bukharin, it is necessary to intensify the activity of Communist organisations, particularly in colonial countries, in order to forward the universal Socialist revolution and to prevent an attack of the "imperialists" on the U.S.S.R.

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"HECTOR" ...	BM	2 kegs Soda	10/11/26
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Hong Kong, 7th January, 1928.

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"Do" ...	S C L	1 Case	do.
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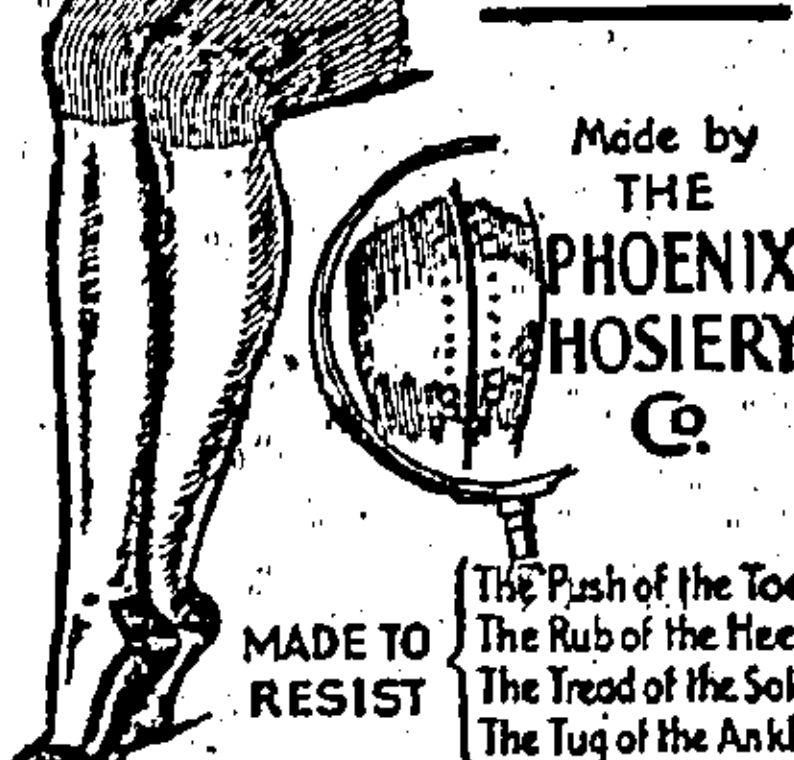
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HONG KONG.

COLONY'S WATER SUPPLY.

NEED FOR CONTROLLING ITS EXPENDITURE.

HARDSHIP INFLICTED BY RESTRICTIONS.

FURTHER DISCUSSION BY SANITARY BOARD.

Replies to the questions asked by Mr. J. P. Braga as to the number of houses on the Island using water from the Government mains (as distinct from independent water supplies) for flushing purposes, were given by the President at yesterday afternoon's meeting of the Sanitary Board.

Mr. Braga speaking later on the question of water shortage in the Colony emphasised the great need for a strict conservancy of the water supply. He pointed out the needless waste of water on the waterfront, and by it being used for flushing the West River steamers. He read a letter from a well-known member of the shipping community of Hong Kong to emphasise this last point. He remarked that it was an uncomplimentary reflection on the Administration that while the poorer section of the community have to submit to restrictions on a necessity of life, others should enjoy the luxury of watering their garden lawns and ornamental flower beds from the Government mains.

Those present at yesterday's meeting were Mr. W. J. Carr (President), Dr. S. W. Tso, Mr. Wong Kwong Tin, Dr. W. V. M. Keoh, Mr. J. P. Braga, the Hon. Mr. H. T. Creasy (Director of Public Works), Lieut. Col. and Brevet Col. J. S. Bostock, Dr. G. W. Pope (Medical Officer of Health), Mr. D. Davies (Secretary) and Mr. J. Watson (Assistant Secretary).

Mr. Braga, pursuant to notice, asked—

i. In view of the existing rationing of the water supply on the Island of Hong Kong and of the recurring restrictions during dry seasons, will the President inform the Board as to the number of houses on the Island using water from the Government mains (as distinguished from independent water supplies) for flushing purposes?

The figures should be given separately for—
(a) dwelling houses,
(b) Government buildings,
(c) hospitals,
(d) hotels and offices.

ii. In whose hands is the power vested for granting permission for the use of filtered water from Government mains for flushing and gardening purposes?

iii. What specific requirements (if any) are imposed before the permission (referred to in ii) is granted by the authority concerned?

The Replies.

The replies were made by the President as follows:—

i. The information is not at present available. Under Section 4 of Ordinance No. 1 of 1903 (P.H. and B.O.) Government buildings, whether Civil, Military or Naval, are exempted, and prior to June 24th, 1927, hospitals were similarly exempted. The particulars in regard to dwelling houses, hotels and offices are in process of collection. I hope to be able to give them to the Board within a week.

It should be noted, however, that the mere number of water flushed installations is no index to the amount of water consumed.

Questions 2 and 3 do not concern the Board and I referred them to the Government, whose replies are:

2. (a) Under Section 162 of Ordinance No. 1 of 1903 (Public Health and Buildings Ordinance) the permission of the Governor-in-Council was necessary for the installation of any water closet in any but Government buildings and hospitals whether the necessary water was to be obtained from the Government mains or from an independent supply.

Under Section 9 of Ordinance 6 of 1927 (Public Health and Buildings Ordinance, 1903 Amendment) this authority has been transferred from the Governor-in-Council to the Hon. Colonial Secretary and the previous exemption of hospitals has been withdrawn.

(b) No permits are necessary for using filtered water from the Government mains for gardening purposes, but such use must conform to the conditions laid down in Ordinance No. 16 of 1903 (the Waterworks Ordinance) and Regulations made thereunder.

3. Applications for flushing purposes must first comply generally with the Public Health and Buildings Ordinance and prove that an independent supply is not feasible before a supply from the Government mains is considered.

Each application will then be considered on its merits largely from a public health point of view, by the Hon. Colonial Secretary, who is advised by the Sanitary Board and the Hon. Director of Public Works.

Since 1923 on the advice of a committee which was appointed to consider the feasibility of extending the system of water carriage in the Colony applications for water closets within the Peak District have been granted Government main water. The rate for excess water consumption in this district was from the same date raised to one dollar per thousand gallons.

The Water Supply.

Mr. Braga rose to make some observations, following upon the President's replies to his questions. The President said that Mr. Braga was not in order to make a speech.

Mr. Braga: I would like to make a few observations arising out of the questions.

The President: You have asked certain questions and you have had them answered. If you ask more questions, I will give you replies, but if you wish to address the Board on the question of water supplies you must give notice of motion to address the Board.

Mr. Braga commented that in the past it had been the custom to allow members to address the Board in similar circumstances.

The President replied that specific questions had been asked and specific answers had been given.

Mr. Braga remarked that his observations would relate to certain aspects of the water shortage question in Hong Kong, but he would have to abide by the President's ruling.

The President: I have no wish to shrink discussion here. We want discussion. We are guided by what has been done in the past. This Board has no control over the water supply.

Mr. Braga remarked that there was a great deal of wastage of water in the Colony. For instance, he had received a letter from a well-known member of the shipping community, who drew attention to this letter to the water wastage at the waterfront and on board the West River steamers, where it was used for flushing. Mr. Braga commented that he had promised this writer to bring the matter before the Board that afternoon.

He wanted to bring before the Board the question of conserving the water supply of the Colony, for which there was a great need now. People at large should exercise better control over the water supply of the Colony.

The President: I don't think that is a matter for the Sanitary Board.

Mr. Braga differed, and commented that it was a pathetic sight in Hong Kong to see a procession of men, women and children collecting water in all sorts of receptacles, buckets and kerosene tins, etc., while well-to-do residents could enjoy the luxury of watering their garden lawns and ornamental flower beds with water from the Government mains.

Mr. Braga pointed out that it was only by discussion at these meetings, and meetings such as these, that they could bring matters of importance before the public. He, therefore, hoped that the President would give him a hearing.

The Hon. Mr. H. T. Creasy: It is understood we have no control over the water supply?

The President said that if the Board wished it he had no desire to debar Mr. Braga from addressing the meeting.

Mr. Braga then made the following speech:—

Where Water Is Wasted.

I feel greatly indebted to you, Sir, for the very complete answers to my questions on the all-important subject of the water supply in relation to the public health of the Colony. I am afraid the preparation of the answers must have involved a great deal of time and labour. It is time and labour well spent if only the replies succeed in drawing the attention of the community to the great necessity for conserving every gallon of filtered water in Hong Kong. The belief is very generally held that there is an avoidable waste of the precious fluid in one way or another on the Island.

There can be no two opinions that where waste is avoidable it should be checked. For example, there is no good reason why filtered water should be used for gardening purposes or even for flushing closets in large blocks of buildings in the business quarters of the City.

The latter type of building is owned almost exclusively by wealthy companies or private firms with ample resources, and it should be incumbent on such owners to provide their own independent water services for flushing purposes. The Board has no statutory power to enforce such requirement on owners of properties in Hong Kong who have been drawing on the Government mains for their water supply, nor can it act retrospectively by revoking the permission already granted by virtue of which valuable filtered water is used to flush lavatory installations in blocks of offices and similar buildings.

Water Collected From Streams.

There is the almost pathetic sight, with which Hong Kong residents are not unfamiliar, of processions of men, women and even children trudging long distances from the thickly populated areas in Hong Kong with buckets, kerosene tins, and other receptacles to collect water for culinary and other domestic purposes in the dry season from the streams trickling down Glenelg Ravine. It is an uncomplimentary reflection on the Administration that, while the poor have to undergo hardship to obtain a necessary article of life, the rich should enjoy the luxury of watering their garden lawns and ornamental flower beds with water from the Government mains. This condition makes for dissatisfaction. It may be argued that all water used for gardening purposes is measured and consumers are made to pay for any excess consumption. This view is indefensible from the public health point of view.

Danger of Disease.

A few dollars out of a fat bank account at the end of each quarter is neither here nor there to a well-to-do resident; but the deprivation of water for ordinary potable purposes to a working man whose monthly domestic budget is made to balance only the strictest economy is a serious consideration to himself and his family. It is even worse when looked at from the viewpoint of sanitation. Deprive the thickly populated areas of a sufficiency of water and encouragement is directly given for the development of preventable diseases.

It was only yesterday that my attention was drawn to another aspect of the water question at the present time of its restricted supply. In a letter from a well-known member of the shipping community, who has been a resident in the Colony for many years, and is therefore acquainted with local conditions, he draws attention to water wastage at the waterfront and on board the river steamers. I promised to bring his complaint to the notice of the Board this afternoon. This is what the gentleman wrote:—

"In view of the water restriction and the sight of the queues of half-frozen Chinese waiting their turns at the hydrants, I have often thought of writing to the papers about the waste of filtered water along the waterfront. Most, if not all, of the West River steamers are being washed down with filtered water and I have timed my own crew at the job which takes more than two hours. Of course, the water is measured by meter."

I feel sure the Board will appreciate the public spirit of this member of the mercantile marine in giving us this information with a view to checking the waste of what must amount, in the aggregate, to thousands of gallons of filtered water a month when seawater would serve the purpose of washing down steamer decks equally well. It is the awful waste that makes woeful waste."

In a recent Sessional Paper laid before the Legislative Council, the proposed reserve at Aberdeen is estimated to cost a little over 2½ million dollars to give a supply of 2.12 million gallons of water per day. In other words, the approximate capital cost of raw water per 1,000 gallons per day is set down by Mr. Henderson at 81.10. Yet, preventable waste is allowed to go on every day.

Increase of Population.

There is a limit to the catchment areas on the Island. Two large reclamations of the eastern fore-shore are about completing. Judging by past experience within a few years the land now being reclaimed from the sea will be built upon and on a conservative estimate at least another 100,000 people will have to be supplied with drinking water. Reliable figures place the net increase of the Colony's population at 50,000 persons during the past ten months. It does not require any great stretch of imagination to visualise the Colony's requirement in the matter of its water supply within the next generation. It, therefore, behoves every resident to impose upon himself as a duty the obligation to reduce water wastage as much as possible and to educate the masses against such wastage. To accomplish this successfully ample is better than precept. I urge the recommendation to Government that applications for filtered water for flushing purposes be refused.

(Continued on next Column.)

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"PRIVATE ENTERPRISE."

THE PIRATES AT BIAS BAY.

QUESTIONS IN THE HOUSE OF COMMONS.

In the House of Commons on December 7th, Mr. Bridgeman, First Lord of the Admiralty (Oswestry), informed Mr. Looker (Essex, S.E. U.) that the question of stationing a British ship at Bias Bay to check piracy had been considered, and this action had been taken on occasion whenever thought desirable. The establishment of a permanent British patrol in Bias Bay was not thought to be a feasible solution of this problem.

Mr. Looker asked whether it was proposed to take any naval steps or to make any naval dispositions in regard to Bias Bay in order to check the increase in piracy by the pirates who had a base in the immediate neighbourhood.

Mr. T. Williams (Don Valley, Lab.): Will the right hon. gentleman undertake not to interfere with private enterprise? (Laughter.)

Mr. Bridgeman said he did not know that piracy was included in the phrase "private enterprise" (Laughter.) With regard to Mr. Looker's supplementary question, the whole matter had been very carefully considered by the Commander-in-Chief on the spot, and he was taking what he thought to be the best method of dealing with the matter.

Two days later Mr. Looker, Lamson, Under Secretary, Foreign Office, in a written reply to Sir John Power, stated that the whole question of Chinese piracy was being considered by a Committee of the Diplomatic Body at Peking, consisting of the British, French, Italian, Japanese, and United States Ministers.

OBITUARY.

REAR-ADMIRAL RICHARDS.

Rear-Admiral George Edward Richards died on December 8th, within two days of attaining 75 years. Entering the Navy as a cadet in 1860, he later joined the surveying branch, and from 1873, when he was appointed to the *Sylvia*, in China, he held various appointments and commands in surveying ships.

MAJOR-GENERAL SIR P. M. CARNEGIE.

Major-General Sir Philip Mainwaring Carnegie, K.O.B., who has died aged 76, took part in the Boxer campaign in China in 1900 with the Indian contingent.

Government Buildings Exempted From Control.

There is one other remark I wish to offer before I sit down. And that is with reference to Government buildings. A case came up before the Standing Committee of the Board not so long ago in the consideration of an application for sanitary installation asking for the privilege of drawing filtered water from the Government mains. The applicant endeavoured to make a strong case out of a statutory exemption of the Public Health and Buildings Ordinance. I refer to the non-application of the law to buildings, or works belonging to the Crown, or to the Colonial Government, or upon land vested in a person on behalf of the naval or military departments of His Majesty's Service. I understand Sanitary appliances are installed in exempted buildings without the knowledge and sanction of the Board. This is an unsatisfactory state of affairs. If this Board is to be regarded as the guardians of the public health of the Colony it should not be deprived of the power to control its water supply, and I venture the opinion that it is an abuse of privilege to install sanitary conveniences in a building—whether public or domestic—in the ownership of the Government without permission first had and obtained from the Board.

"A THIEF IN PARADISE."

ROMANTIC FILM AT THE WORLD.

LA BOHEME AT THE QUEEN'S.

[BY OUR FILM CRITIC.]

Ronald Coleman, the hero of "Beau Geste," is playing the leading rôle in to-day's picture at the World "A Thief in Paradise."

The story is an old one of the adventurer, who appropriates a dead man's name, papers, and prospects, and imposes himself upon a wealthy family. But it has been given a rather newer twist by the fact that Philip Jardine—or Blake as he is really—(Ronald Coleman), is given away by the wife of the man he impersonates, not out of loyalty to her husband but because Philip the second rejects her advances.

Probably because the ancestral home is in America, a number of rather inappropriate bathing girls wander about the grounds charmingly if scantily clothed and indulge in a polo match! Still since they are there they certainly add piquancy to the picture. Helen is the heroine—the daughter of a bishop and very fair and gentle. Helen's horse not unnaturally takes fright at this novel form of polo, and indulges in a most sensational bolt. He tears along a narrow lane, scrambles up and down steep banks, barely escapes being run over by an express train, and finally dances on his tail on the giddy edge of a precipice. Philip arrives just in time and so an engagement is announced in the society papers.

The dinner given in honour of the event offers an opportunity to the vamp, late Mrs. Jardine, who has been living in "oriental splendour" on money obtained from the impostor. We are given tantalising glimpses of this "oriental splendour" where fascinating "Chinese" girls sit about with bottles of champagne. The engagement of "Carmina" Jardine to dance at the feast gives an excuse for a really very beautiful stage setting and ballet. Ronald Coleman has much soul searching and an attempted suicide to pass through before he finally gains his bride and happiness, and although the part does not suit him so well as that of "Beau Geste" still he plays it very convincingly. Moreover, he shows a real talent for making love.

"A Thief in Paradise" is one of those films in the making of which as many of the popular ingredients as possible have been used, and, because besides this it has a good story, it is an interesting picture which we think you will enjoy.

La Bohème.

"La Bohème," the film version of Puccini's famous opera, has returned to the Queen's with an all star cast. Lilian Gish makes a charming and *esprituelle* Mimì, while Renée Adorée is just the type Musetta was drawn from. John Gilbert plays Rodolphe with a favour that makes it a really remarkable performance.

The settings are good, some of the outdoor scenes being exceptionally beautiful and Mimì's pathetic return is shown as it never can be on the stage.

"La Bohème" should on no account be missed and many of those who saw the film when it was first shown here will doubtless want to go again.

"BEAM" SERVICE TO THE FAR EAST.

A statement from the Marconi Co. is expected shortly concerning the opening of a Beam Service with the Far East. The directors' report, issued on December 12th, states that the total number of words carried over the four existing Beam Services during the week ended December 3rd was at the rate of 24,840,000 words a year.

REVENUES WANTED.

CANTON MERCHANTS AND
\$10,000,000 LOAN.BARGAINING AS TO
CONDITIONS.SUPPRESSION OF THE UNIONS
DEMANDED.

[FROM OUR CHINESE CORRESPONDENT.]

The most pressing problem before the present government of Canton is that of finance. An appeal is being made to the merchants for a loan of \$10,000,000. Last September, it will be remembered, a similar sum was demanded and most of the banks and merchants protested inability to pay their quotas. Levies of between forty and sixty per cent. of registered capital were made on many businesses and eventually about \$8,000,000 was secured. The hostility aroused by this "loan" undoubtedly did a lot to undermine the position of Li Tsai Hsin's Government and gave an impetus to the "Canton for the Cantonese" movement, first heard of on the arrival of the "Ironclads."

In the present instance, however, a number of merchants are doing their best to support the present appeal for funds. The need is obviously urgent, the "Reds" and the "Ironclads" having cleared out the Treasury, while the currency of the Central Bank has depreciated to half its face value. At least the money will not be spent on the Northern Expedition, though a certain proportion will, of course, go towards the campaign against the 4th Army, behind whom is Chiang Kai Shek, basing himself on a party aiming at further war and revolution in Canton.

The not very altruistic suggestion of the Canton merchants is that the senior magistrates of the districts in Kwangtung should be ordered to raise within the next five days a maximum sum of \$500,000 each, the money to be earmarked for the rehabilitation of the Central Bank of China notes. They have also recommended the Authorities to levy additional taxes on wine and tobacco and other luxuries. Since many of the districts have suffered even more, proportionately, than Canton from the "Reds" this proposal is hardly likely to be met with enthusiasm. If the people of Canton want a stable government, a sound currency and protection from military adventures, they will have to put their hands in their own pockets.

The merchants are also suggesting that the Authorities should abolish the Bureau of Agriculture and Labour, saying that if the Party expects the support of the "capitalists" who have money to lend, it should no longer tolerate an institution which only regards the interest of the "workers" and pays no attention to any other section of the people.

WAR ON THE TRADE
UNIONS.

One of the conditions which the merchants are said to have forced upon the Authorities in return for their support is that the labour movement should be suppressed and all trade unions proscribed. This is only natural considering the persecution and loss which these unions have for years inflicted upon the community. They have been the plaything of agitators, politicians and militarists, many unions were, or were said to be, implicated, has been the last straw. Nor do the unions confine themselves to attacks on so-called "imperialists" and capitalists. They are constantly disturbing the peace of the city by fights among themselves, and altogether they are as pestilent in the eyes of the merchants as so many gangs of brigands. The merchants have meekly suffered them for a very long time, but at last they are turning.

CHIANG KAI SHEK WANTS
MONEY.

General Li Tsai Hsin is not the only head of a government in need of money and Chiang Kai Shek has made the following demands:—Chekiang and Kiangsu, each \$1,000,000; before January 15th, Anhwei, \$500,000; Shanghai, \$1,000,000; Land Office, Kiangsu, \$1,000,000; Salt Inspectorates, \$2,000,000; Salt Commissioner and Salt Assistant of Kiangsu, \$1,000,000. Other authorities are also presented with demands, his total needs amounting to \$8,000,000.

Canton Authorities are taking steps to intercept the payment to General Chiang Kai Shek of several hundred thousand dollars remitted to him by supporters in Canton of Mr. Wang Ching Wei when the latter were in power before the return of the Kuangtung clique. The funds were to have been received by Mr. T. Y. Soong, the Minister of Finance appointed by General Chiang.

(Continued on next Column.)

CANTON OFFICIALS
CHARGED.ILLEGAL POSSESSION OF
\$100,000.ON REQUISITION BY CANTON
GOVERNMENT.DEFENCE CRITICISM OF
PROCEDURE.

Two former officials of the Canton Government, Mr. Wang Tsung Chai, at one time Finance Commissioner and Chief of the Central Bank during the regime of General Chang Fat Fui, and Mr. Chiu Pok Sang, General Manager of the same bank, appeared yesterday before Mr. R. E. Lindsell at the Central Magistracy on a charge of being in illegal possession of \$100,000. Both defendants were arrested last week at the Metropole Hotel and they have been in police custody ever since.

Yesterday bail was fixed for the two at \$50,000 each. The defendants were represented by Mr. M. K. Lo who maintained that the charges were entirely of a political nature, the accused having brought public money to the Colony on behalf of the regime which they supported.

Mr. King said that the Canton Government had requisitioned their arrest and hinted that further money was involved—\$1,000,000 being mentioned.

The police are proceeding by virtue of a warrant of requisition from the present Government in Canton and were represented by the Director of Criminal Intelligence, Mr. R. A. Wadsworth appeared to watch the proceedings for the Canton Government.

Mr. King applied for a further remand to await further information from Canton.

His Worship: Can you tell me the exact position of the requisition?

Mr. King: We have official telegraphic information that a requisition has been made.

Mr. King added that, as far as he knew, the requisition was not actually in the hands of the local police.

Mr. Lo, in applying for bail for both accused, said he did not exactly know what position was being taken up by the police. The application of Mr. King was rather extraordinary. The position was that, without asking anyone to seek information as to the facts outside the Colony, a Magistrate of this Colony had issued a warrant for the arrest of these men for being in possession of a hundred thousand dollars.

(Continued on next Column.)

THE FUTURE OF GAMBLING
HOUSES.

Gambling houses in Honam, which for the last 10 years have been controlled by Li Fook Lam the "Un-owned King of Honam," as a private source of income, are being suppressed by the new garrison commissioner of that district. If gambling houses are re-introduced at all they will be kept as a state monopoly, instead of being farmed out.

As soon as the sale of monopolies by the Authorities is completed and some funds raised, work in the Kwangtung Arsenal will be started again under the superintendency of General Lin Tsun Ting.

There will be a great demand for arms from anti-public organizations like the District Watchmen's Committee. The Authorities are courting the support of the merchants and have decided to permit residents to employ private watchmen to supplement the Police.

ON THE FENCE.

There is no news of fighting from the front, but the question of allegiance is paramount in the struggle for the control of Canton. General Kung Ting Ying is nominal ally to the Kwangsi group, but is said to be also negotiating with General Chiang Kai Shek. He is expected to move his troops from Northern Kwangtung to Fukien by way of Kiangsi without coming in contact with Kwangsi troops. The Canton Military Authorities are also confident that General Chai, Pui Teh of Kiangsi will attack the 4th Army if the Kwangsi troops drive him back into his territory. All these waverers are probably waiting for a decisive engagement before committing themselves to either Kwangsi or Kwangtung.

The latest reports state that the 4th Army Corps (Kwangtung) is withdrawing to Kingnam and other towns along the Kiangsi border.

OFFICIAL WELCOME TO LI
TSAI HSIN POSTPONED.

There was no meeting yesterday, as arranged, formally to welcome Li Tsai Hsin back to Canton. The affair will probably take place next Friday, if weather and other circumstances permitting.

Mr. King: Information to warrant these proceedings emanated from a representative of the Canton authorities who came down here with that express object.

Mr. Lo: The man who gave the information should have signed the sworn declaration.

Vague Allegations!

Mr. Lo went on to say that no opportunity was given to refute that information. Before the accused had had a chance to reply to these *ex-parte* allegations, a warrant was issued by a Magistrate of this Colony, a Colony which had absolutely nothing to do with the political regime of Canton or any other regime which came and went and was for ever changing.

When he last appeared before the Court, he announced that it would not be necessary to ask for bail, as he was confident that a full investigation of the facts would convince the police that there was absolutely no justification for the charges. It was expected that Mr. King would now be able to proceed with the case, but as Mr. King was not able to do so he (Mr. Lo) would now tell the Court what he knew.

Men Of High Character.

The first accused was Commissioner of Finance of Canton, and whether he was connected with this or that regime was not a matter for the Court. He was a man of the best of characters, known to be so for the last ten to twenty years.

The second accused, continued Mr. Lo, was one of the senior officers of the Central Bank at Canton. The allegation against these men was all political. The Court was proceeding on copies of charges made outside the Colony. On that, he would ask his Worship to grant bail.

No Chance To Escape.

The men were well-known and their movements would be watched. They could not return to Canton, nor go to Macao. They could only go to Shanghai or Japan. He was confident that they would really turn up when the case again came up for hearing. They had already been in police custody since the 3rd.

Mr. King Replies For The Police.

Mr. Lindsell: Has the money in question been touched in any way?

Mr. King: There is nothing to hold these men in the Colony with any money on bail. In the original warrant, there were three men mentioned, but the third man left the Colony, the same day at noon for Macao, to which Mr. Lo has just now said they dare not go.

The police have ascertained that one hundred thousand dollars was sent from Canton and deposited in a certain bank in Hong Kong. Part of that sum was transferred from that bank to another bank with the request that it be remitted to Shanghai. One of the accused went to the second bank with the man who made the request for it to be transferred to Shanghai. The second bank refused to carry out the transaction. Those are the enquiries we have made and established since I appeared before your Worship last.

Mr. Lo: I would like Mr. King to tell us whether the accused are robbers or thieves, or merely not acting as servants of the regime for the time being.

Mr. Lo said the limit of exorbitance had been reached when bail was made in the sum of \$100,000, which was the amount of money in respect of which the accused were charged, but, such as it stood, he would accept that bail with the satisfaction that at least justice was given.

Mr. Lindsell: I don't see why they should pay this money into Court as bail, Mr. King.

Mr. King: Before this charge was alleged, I saw official documents in Canton speaking of a million which had been stolen. What the exact terms of the requisition from Canton will be, I don't know. Whether they will be charged with retaining a million, I don't know. I am quite satisfied that there is something more than the question of a hundred thousand dollars behind the actual negotiations which were taking place outside.

Mr. Lo said with regard to these statements by Mr. King, which were of an *ex-parte* character, he had not hitherto thought it necessary to take instructions from his clients. But he knew this much, that what was over and above this \$100,000 had been paid into the Hong Kong and Shanghai Bank, notwithstanding its so-called "imperialist" reputation. This money was not touched, it was not paid to the Canton regime nor to the regime to which the accused would have liked it to be paid.

Remarking that the case was fraught with difficulties for the police, his Worship said he proposed to grant bail at \$50,000 for each of the accused.

The case was adjourned till Friday morning.

YAUMATI HOUSES
DISPUTE.BILLS MADE OUT IN
ANGER?DEFENDANT QUESTIONS
THEIR ACCURACY.

The examination in chief was concluded yesterday morning of the defendant in the house building dispute between contractor and owner which is being heard at the Supreme Court before the Chief Justice (Sir Henry Gollan).

Defendant was still under cross-examination by Mr. F. C. Jenkin when the case was adjourned yesterday.

The Sang Loong contractors, 14, Man Lam Street, Yaumati, are suing the owner of the houses, Lui Siu Ching, 10, Wing Lok Street, for \$20,197.40. Of this amount \$7,000 is claimed as due under the building contract dated January 3rd, 1924, and \$19,197.40 as payment for extra work done in connection with the building of the houses.

The defendant counterclaims for \$8,771.01 as damages for defective and unsatisfactory work and omissions.

It is claimed by the defence that some of the extra work claimed for is not extra work but work ordinarily necessary for the completion of the contract.

Mr. F. C. Jenkin, instructed by Mr. A. E. Hall, is for the plaintiff and Mr. Eldon Potter, K.C., instructed by Mr. E. S. C. Brooks, is defending.

Answering Mr. Jenkin, defendant said in certain instances his books did not agree with those of plaintiff. He believed that they were innocent errors.

He had been building houses of his own on Government land which he had bought for between three and five years and he had been in the building business for six or seven years. He himself occasionally examined the books and the work.

These houses had been of a semi-European style and were not fitted with a flush system of sanitation. He engaged Mr. Raven to draw up the plans of the houses before the contract was signed. There was no mention in the plans of wells, pump houses or tanks.

Mr. Jenkin put it to the defendant that the plaintiffs did not and could not have tendered by their contract for the wells, pump houses and the erection of tanks.

Defendant replied he had told the plaintiff that those things must be included in the tender.

Wood Or Cement For Window
Sills.

Questioned regarding window sills, defendant said it was usual to use wood for the sills and not cement.

Mr. Jenkin suggested that it was customary in most European houses to use cement.

Mr. Potter said that it might be at the peak, but it was different in Kowloon. For what reason he did not know.

Defendant reported that it was the custom to use wooden sills. Referring to the alleged quarrel between himself and plaintiff, defendant said it followed the refusal of plaintiff to make good his omission to lay Coke Breeze on the roofs.

The day of the quarrel, he said, was when he paid \$5,000. Up to that time plaintiff had never suggested that anything was owing to him for extra work.

Mr. Jenkin suggested that defendant must have known that after the quarrel, and was not prompted by any ulterior motive at all.

Defendant replied that at the time of the quarrel plaintiff pressed him for full payment of the balance due. That balance was \$10,000. If that had been paid the whole of his liability would have been met.

Mr. Jenkin drew defendant's attention to the fact that two days later plaintiff presented him with another bill for \$27,000, having asked him for only \$10,000. Mr. Jenkin put it to defendant that he must have regarded these extras as an attempt to defraud him.

Defendant: I only consider that these accounts are untrue. I cannot say whether they are fraudulent or not.

When the time for adjournment arrived, His Lordship asked as to how much longer the case would take.

(Continued at foot of next column.)

ROUND THE POLICE
COURTS.EUROPEAN'S TRAFFIC
OFFENCE.

YESTERDAY'S CASES.

Mr. J. Limage denied a charge made against him before Major C. Willson at the Central Magistracy yesterday of driving his motor car No. 2351 in a dangerous manner in Pokfulam Road on New Year's Day.

Traffic Inspector Alexander said that he was on motor cycle patrol in Pokfulam Road at noon on that day when the defendant's car overtook another motor car No. 390 on the extreme right hand side of the road, forcing witness to drive off the roadway to avoid an accident. Witness estimated the speed of defendant's car at 30 miles per hour.

Mr. Limage admitted that he overtook a slow moving car rather than follow it all the way. He had a clear view of the road. He saw a motor cycle ridden by a police officer taking to the pavement, but this was unnecessary.

After a further statement by Mr. Limage, his Worship said that the practice of waiting until the car in front signalled was universal in Hong Kong and imposed a fine of \$20.

BOMBS FOR BIG FISH.

When the master of a fishing junk was charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with having in his possession without a permit four dynamite bombs, one stick of dynamite, fourteen detonators and a piece of fuse, he advanced the extraordinary plea that he kept the explosives for self-protection and intended to use them in the event of his boat being attacked by large fish in the open sea.

In answer to his Worship defendant said that there were other large fish besides whales.

Remarking that it was the first time he had heard such a plea, his Worship imposed a fine of \$75.

A FIGHT BETWEEN WOMEN.

There was an unusual scene at the Central Magistracy yesterday when Sybil Joseph and a Chinese woman named Wong Chin Wan were charged before Major C. Willson with disorderly conduct by fighting in Paddy Street on Friday night.

The Magistrate bound them both over in a sum of \$50 each to be of good behaviour for six months.

A noisy scene was created by Sybil Joseph both inside and outside the Court. It was eventually reported to the Magistrate that she refused to carry out the order and was committed to prison for one week.

Later, Mr. Leo d'Almada, sen., had a consultation with his Worship and the defendant was released after signing the necessary bond.

CHARGE AGAINST A SEAMAN.

Robert Douglas Thompson, chief carpenter of the s.s. *President Jefferson*, was charged before Mr. W. Schofield at the Kowloon Magistracy yesterday with unlawful possession of two revolvers and 189 rounds of ammunition on board the vessel.

The defendant admitted possession, remarking that the arms and ammunition were secured in his locker.

Inspector Aris applied for a remand for the case to be heard before two Magistrates, and the defendant was accordingly remanded until next Tuesday morning.

ANOTHER RETURNED
BANTISHEE.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday, a Chinese pleaded guilty to returning here after a banishment order for ten years had been made against him in December 1923.

The police records showed that on two occasions, in July and September 1923, the defendant received ten strokes and 48 hours' detention. In December of the same year he received fourteen days' gaol and six strokes for stealing, after which he was banished from the Colony.

Defendant was sentenced to six months' hard labour and ordered to receive twenty strokes of the birch.

Mr. Jenkin said that both himself and Mr. Potter were hurrying along as fast as they could with a case which was "dry as dust."

Ultimately the case was adjourned until this morning, and on His Lordship stating that he wished to conclude the hearing of the case at all costs by to-morrow (Thursday) afternoon, it was decided that if necessary the Court would sit until 5.30 p.m. to-day, in order that the case may be concluded within the stipulated time.

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FAST
COLOURSIN
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FABRICS.

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THE ABOVE "SUNDOUR" MATERIALS CAN BE USED FOR WINDOW TREATMENTS OF ALL DESCRIPTION—THE RANGE OF COLOURS AFFORDS AMPLE CHOICE FOR EVERY TASTE

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For Miles and Miles
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FOURTEEN SONGS FROM
"WHEN WE WERE VERY YOUNG"

4104 (1) HAPPINESS. (2) MISSING. (3) IN THE FASHION. (4) HALFWAY DOWN. (5) HOPEFUL. (6) GROWING UP.

4105 (7) BUCKINGHAM PALACE. (8) POLITENESS. (9) THE THREE FOXES. (10) BROWNIE.

4106 (11) MARKET SQUARE. (12) THE CHRISTENING. (13) LINES AND SQUARES.

4107 (14) YESSER THE KING'S BREAKFAST.

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"BAKEHOUSE CLOSE-OLD EDINBURGH."

Beautiful in conception and bold in execution this exceptional etching is an achievement of high merit.

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The artist has imparted to this restful etching a beautiful simplicity and poetical feeling worthy of so inspiring a subject.

"THE DREAMING BEAUTY OF AN AUTUMN DAY."

This beautiful etching, with its richness of light and shade, is a picture which will meet with universal admiration.

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The sympathetic treatment, excellence of composition and charm of execution displayed in this delightful etching will at once be recognised by all lovers of art.

In addition to the above, at the Establishment of

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may be found a wide range of works of Art, framed and unframed, which are eminently suitable for the Home.

THE BOOKSHOP.
CHATER ROAD.

NEW ADVERTISEMENTS.

FANLING HUNT.

THERE will be POINT-TO-POINT RACES on SUNDAY, JANUARY 15th for Light and Heavy Weights. Heavy weights are 105 lbs. (standing weight) and over. Meet at the Kennels at 11 A.M. [5785]

HONG KONG CRICKET CLUB.

TENNIS TOURNAMENT.

ENTRY FORMS may now be obtained at the Pavilion. ENTRIES for all Events CLOSE at NOON on SATURDAY, FEBRUARY 4th. [5766]

THE HONG KONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Office of Messrs. JARDINE, MATHISON & Co., Ltd., at 12.30 P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1927.

The REGISTER of SHARES of the Company will be CLOSED from THURSDAY, 26th JANUARY, to THURSDAY, 5th FEBRUARY, 1928, both days inclusive, during which Period No Transfer of Shares can be registered.

By Order of the Board of Directors,
L. S. GREENHILL,
Secretary.
Hong Kong, 10th Jan., 1928. [5770]

SHANGHAI MUNICIPAL COUNCIL.

VACANCY FOR SOLICITOR.

ASSISTANT SOLICITOR required for Prosecuting Solicitor's Office, SHANGHAI MUNICIPAL COUNCIL. Salary: Tls. 400 Per Mensem under a Three Years' Agreement; Age: Not over 30, with some experience in advocacy, to conduct cases in Chinese Provisional Court and Consular Courts; also other Legal Work.

Two local references required; Applications to be sent to the SECRETARY, SHANGHAI MUNICIPAL COUNCIL, not later than JANUARY 15th, 1928. [5767]

CYMEITHAS DEWI SANT, HONG KONG.

(ST. DAVID'S SOCIETY, Hong Kong.)

NOTICE IS HEREBY GIVEN that the ORDINARY ANNUAL GENERAL MEETING of the Society will be held in Mr. D. J. LEWIS' Office (Messrs. JOHNSON, STOKES & MASTER), Prince's Building, on FRIDAY, 15th JANUARY, 1928, at 7.30 P.M.

- To receive the Report of the Committee and the Statement of Accounts for the past year.
- To elect Officers and Committee for ensuing year.
- To consider the manner in which St. David's Day shall be celebrated.

All Persons of Welsh nationality whether Members or not are invited to attend.

Dated the 5th January, 1928.
G. S. HUGH-JONES,
Hon. Secretary. [5742]

CHINESE GENERAL CHAMBER OF COMMERCE.

HONG KONG DIRECTORY.

THE above Directory, a Volume of 1,500 Pages, containing Names and Addresses of all Principal Merchants, both Foreign and Chinese, and Dealers in Different Trades in Hong Kong and Kowloon, is now published. Price: \$4.00. Every Office should have a Copy. [5762]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION

OF THE

VALUABLE LEASEHOLD PROPERTY

Situated at SHAU KWAN ROAD in the Colony of Hong Kong, and registered in the Land Office as INLAND LOT No. 1708, and known as the MING YUEN GARDENS.

Area: 207,900 sq. ft. or thereabouts. Annual Crown Rent: \$473.00.

Messrs. LAMBERT BROS., Auctioneers,
At Their SALES ROOM,
No. 84, DUNDRELL STREET, VICTORIA, HONG KONG.

ON FRIDAY,
THE 18th DAY OF JANUARY, 1928,
At 3 O'CLOCK P.M.

For further Particulars and Conditions of Sale, Apply to:
Messrs. HARRIS, DENNIS & BOWLEY,
Mortgagee's Solicitors,
8, DES VOEUX ROAD CENTRAL, or
Messrs. LAMBERT BROS., Auctioneers,
No. 84, DUNDRELL STREET. [5720]

INTIMATIONS.

NOTICE.

IT IS HEREBY NOTIFIED that the NORWEGIAN CONSULATE has REMOVED its Office to the BANK OF CANTON BUILDING, 5th Floor.

SVERRE BERG,
Consul.
[5758]

NOTICE.

HAVING Resigned my Position as Manager for Misses THORESEN & CO. LTD., my Interest in and Connection with that Firm CEASES from TO-DAY.

SVERRE BERG,
Hong Kong, 7th Jan., 1928. [5759]

NOTICE.

WE have TO-DAY established Ourselves as Steamship Agents, Brokers, Merchants and Manufacturers under the Name of BERG & CO. LTD., with Offices in the Bank of Canton Building, Telephone No. Central 2048.

BERG & CO. LTD.
SVERRE BERG,
Managing Director.
[5760]

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. SVERRE BERG, having Resigned the Management of this Company, he is no longer connected with our Firm.

Mr. BJARNE STENDAHL and Mr. PROITZ KRISTOFERSEN have THIS DAY been Authorized to Sign Jointly for the Company "Per Procura-tion."

THORESEN & CO. LTD.
Hong Kong, 9th Jan., 1928. [5781]

HELENA MAY LADIES' GYMNASIUM CLASS.

FOR HEALTH AND ENJOYMENT

LADIES interested in Gymnastics, Games and Country Dancing are invited to join the above Class held at the HELENA MAY INSTITUTE on FRIDAYS, at 5.30 P.M. Fee: \$5 for 4 Successive Classes. The Class is directed by Miss SINGERS. [5764]

ST. JOHN'S CATHEDRAL.

THE INSTITUTION and INSTALLATION of the REV. ALFRED SWANN, M.A., D.C., as Dean of St. John's Cathedral and ARCHDEACON of Hong Kong, and the REV. MOK SHAU-TSANG, Incumbent of the CHURCH of OUR SAVIOUR, Canton, as ARCHDEACON of Canton, will take place at EYENSONG on JANUARY 12th at 6.45 P.M.

A RECEPTION to welcome the REV. A. and Mrs. SWANN will be held in the CATHEDRAL HALL at 4.30 the same AFTERNOON.

The Church Body extend a Cordial Invitation to all interested in the work of the Cathedral to be present on this occasion. [5757]

TO LET.

A FLAT in HUMPHREYS BUILDING, Kowloon.

Apply to:—
HUMPHREYS ESTATE & FINANCE CO. LTD.,
Alexandra Buildings.
[5617]

TO LET.—Areas suitable for the Storage of COAL, TIMBER, BUILDING MATERIALS, &c., with Water Frontage.

For Particulars Apply by Letter to THE MANAGER, Kowloon-Canton Railway Office, Kowloon. [5735]

TO LET.—Furnished, for 7 Months, Four-roomed HOUSE on BOWEN ROAD, Small Garden. Moderate Rental. Apply—JOHN D. HUMPHREYS & SON, ALEXANDRA BUILDINGS. [5769]

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46/52, NATHAN ROAD,
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FLATS OF TWO OR THREE ROOMS
RENTS—\$75 to \$100 PER MONTH.
MODERN SANITATION AND SERVANTS' QUARTERS.

APPLY TO

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DAVID HOUSE.
67/69 DES VOEUX ROAD
CENTRAL.

INTIMATIONS.

HONG KONG JOCKEY CLUB.

OWNERS are Reminded that ENTRIES for the Forthcoming ANNUAL RACE MEETING will CLOSE on SATURDAY, the 14th JANUARY, 1928, at 3 P.M. [5751]

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING:
13th, 14th, 15th & 16th
FEBRUARY, 1928.

DRAFT Programmes and Entry Forms are Now Ready and may be obtained at the Race Course, HONG KONG CLUB and CAUSEWAY BAY STABLES. [5653]

NOTICE.

WE, the Undersigned, have Appointed Messrs. N. MODY & CO., as our SOLE AGENTS in Hong Kong and South China for our KAJORA COAL CO. and DAMAGURIA COAL CO. of BANGAL.

No other Person or Persons have any Right of Power to deal in our Name for the above Coaleries.

P. E. GUZDAR & CO.,
Calcutta,
Calcutta, 21st December, 1927. [5756]

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS of MARIANO LIMJAP NOLASCO, LATE of MANILA in the PHILIPPINE ISLANDS, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has by virtue of the provisions of Section 38 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and Others to send in their Claims against the above Estate to the 31st DAY OF JANUARY, 1928.

All Creditors and Others are accordingly hereby required to send their Claims to the Undersigned on or before that date.

Dated this 3rd day of January, 1928.
JOHNSON, STOKES & MASTER,
Solicitors for the Administratrix,
Prince's Building,
Hong Kong. [5728]

PHOTOGRAPHY & ART.

EXHIBITION & CONTEST, AT MACAO.

22nd JANUARY to 15th FEBRUARY, 1928.
Entries close 15th JANUARY, 1928.

For Particulars, address—
The Director,
PORT WORKS DEPT.,
MACAO. [5685]

A FARTHING ON THE INCOME TAX.

COST OF THE SHANGHAI DEFENCE FORCE.

CHARGES FOR TRANSPORT AND RENT OF BUILDINGS.

Commenting upon the War Office request for a supplementary vote of \$3,000,000 for the cost of the Shanghai Defence Force until the end of the financial year, the China Express and Telegraph says, it will be remembered that a \$200,000 vote for this purpose was taken a year ago, and that some time back the Chinese of the Exchequer expressed the hope that he would be able to pay for the Chinese operations by economies in other directions. The only direction revealed in the Supplementary Estimate in which a saving has been effected so far as the Army itself is concerned is that there is a credit of \$48,000 due to saving in the cost of the Army Reserve.

The heaviest figure in the estimate is the sum of \$2,774,000, representing the cost of conveying the troops by sea. A sum of \$274,000 is needed for the payment of members of Section A of the Army Reserve enlisted up to complete the establishment of units. The pay and miscellaneous expenses of additional troops represent a further \$124,000 and the rent of buildings in Shanghai and Hong Kong \$156,000.

An explanation issued by the Army Council states that the saving of \$48,000 on the Army Reserve is due to the fact that the Section A Reservists who have been called up receive regimental pay under a different Vote instead of reserve pay. The new estimate raises the net cost of the Army for the present financial year from \$41,555,000 to \$44,555,000 and brings the total of the Supplementary Estimates for 1927 to \$4,239,000.

As one critic puts it, the cost of the expedition to China represents in terms of income tax about 1d. in the 2.

INTIMATIONS.



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MEDALS!

IT NEVER VARIES.

SOLE AGENTS:—

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.

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BIRTHS.

MARTIN.—At the French Hospital, Causeway Bay, on January 10th, 1928, to Emily, the wife of A. J. MARTIN, a son. (Shanghai papers please copy). [5771]

BROOKS.—In London, on January 8th, to the wife of E. S. C. BROOKS, a son. [5297]

DEATH.

LANGBORNE.—On December 10th, at Malvern Wells, George Lor LANGBORNE, formerly Commander Peninsular and Oriental Co., aged 77.

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, JANUARY 11th, 1928.

THE PRAYER BOOK REJECTED.

OUR London Correspondent has given an account of the debate in the House of Commons when the new Prayer Book Measure was rejected. We believe he is right in attributing the decision to the ingrained dislike of the average Englishman to drastic changes in regard to things that have endured for centuries. When the stage was set for the final debate there was nothing to indicate that the Measure would be defeated. The House did not meet in a state of excitement as often happens in respect to party questions. Apart from the earnest Churchmen on both sides, for and against the new Book, the majority of members were dispassionate. Some were indifferent. But as the debate went

forward the feeling grew that the whole tradition of English religious life was affected, and the deep conservatism inherent in the English character asserted itself.

From the full reports of the debate, it is clear that the Home Secretary, Sir WILLIAM JOYNSON-HICKS, was the most effective speaker against the Measure. He raised the "No Popery" cry against revision. There is no surer way to appeal to ignorance and prejudice than to re-kindle the ashes of old religious controversies. But this was done, and it seems to have set the note of the subsequent debate. Non-conformists rallied to the side of the opposition at the mention of the Measure, and the proposal to give legal sanction to the Reservation of the Sacrament. If there was to be Reservation it was only one step more to Adoration. The idea touched some deep religious chord of feeling which goes to form the make-up of the average Englishman. The sturdy Protestantism of members were aroused—that is, the Protestantism of the Protestant religion which is based on a rooted distrust and aversion against any movement towards Rome. There were other causes that decided the vote, but this, we believe, was the dominant one.

We have here, then, evidence of the tremendous fact that in spite of what is said about materialism England is still deeply religious. In the debate on the Prayer Book Measure political landmarks were ignored. The result must be regarded as in the nature of a national verdict. The Church of England is revealed as a national Church, a State organisation, a State religion. We have always known this, of course, for it has been implied in the title "By Law established." But the establishment was very ancient, dating back to Tudor times, and the last revision of the Prayer Book was done nearly three hundred years ago. People are, however, apt to forget the origins of ritual to which they have been accustomed from childhood. All obscurity on this subject has been disposed of by the fate of the Prayer Book Measure. The State intervened with a high hand, regardless of the impressive decision of the Church Assembly in favour of revision. In its desire for greater freedom in the form of its worship the Church appealed to Parliament, and Parliament as the national tribunal rejected the appeal.

As might be expected there is a vast amount of speculation regarding the future of the Church of England. It is being said by some competent observers that the result brings Disestablishment upon the horizon. We are, however, not disposed seriously to entertain that view. The strain of conservatism in the English character to which reference has already been made must check any development of the kind. The instinctive movement of the Englishman's hand to the sword-hilt when anything is threatened that he holds dear or that is consecrated by long usage will prevent sudden or violent change. This is not mere assertion, the expression of a pious opinion, but simply records a basic trait in national character. It is seen in moments of national crisis. It was seen in the Great War, in the Great Strike, and now again over the Prayer Book.

We believe that despite the vote of the House of Commons that has destroyed so many hopes, the Church of England will go forward developing those forces which are bringing her a new life, and the promise of a more united, and therefore more fruitful, service to the nation; for the forces that are making for it are spiritual and religious, and therefore ultimately irresistible.

STELLA BENSON'S RECORD.

A FORMER RESIDENT OF HONG KONG.

Among the three works of imagination by women which have been selected by the Fennia Vie Heureuse British Prize Committee to go to the French Committee in Paris is "Goodbye Stranger," by Stella Benson, who in private life is the wife of Mr. O'Gorman Anderson, of the Chinese Customs Service in Yunnan.

She has worked on a ranch in Colorado, been "help" in a San Francisco boarding-house, teacher in an American University. She also taught school and contributed to local papers during a long residence in Hong Kong, has shot tigers in India, and been under fire in the Chinese Civil War, while she was the first Englishwoman to penetrate into the Indo-Chinese province of Laos.

The motor road between Chai-wan and Castle Peak, which was blocked by a landslide has been cleared.

Among appointments recently made by the Secretary of State for the Colonies is that of Miss E. G. Williams as a nursing sister for Hong Kong.

Entries close this evening, at eight o'clock, in connection with St. Peter's Church Young Men's Club Billiards Tournament Championship competition.

Another dance under the aegis of St. Peter's Church Young Men's Club was held at Lane, Crawford's Restaurant last evening, and proved an immense success.

Mr. O. G. Sten, General Manager for the Orient of the Dollar and American Mail Lines, arrived yesterday morning from Shanghai on s.s. President Grant. He will be staying here for several days, proceeding hence to Manila later.

Mr. Edward Whiteaway, founder and senior partner of Messrs. E. Whiteaway and Co., merchants and colonial buying agents, and formerly of Messrs. Whiteaway, Laidlaw and Co., left great estate of the value of £209,321.

On the motion of the President at the Sanitary Board meeting yesterday, Lieut.-Col. and Brevet-Col. J. S. Bostock was appointed a member of the Standing Committee for the Colonial Cemetery in place of Lieut.-Col. S. Boylan Smith.

The engagement is announced between William Francis Anning, only son of Mr. William Anning, of Brockham Green, Surrey, and Betty, elder daughter of the late Mr. E. T. Bond, formerly of Canton, and of Mrs. Bond, Thornfield, Reigate.

A marriage has been arranged, and will take place at Shanghai early this year, between Lieut.-Commander C. J. Gordon, R.N. (Retd.), and Miss Mary Dorothy Burns, eldest daughter of Mr. and Mrs. David Burns, of Birch Lodge, Wimbledon.

The President announced at the Sanitary Board meeting yesterday afternoon that as the date of the next meeting of the Board would fall on a public holiday, January 24th (Chinese New Year) the meeting would be held the following day, Wednesday, January 25th.

An Indian police constable was yesterday summoned before Mr. W. Schofield at the Kowloon Magistracy for the larceny of a goat and kid belonging to another Indian. Mr. L. D. Turner appeared for the complainant and Mr. K. S. Chowdhury, an Indian barrister, newly called, was for the defendant. After evidence had been taken the case was adjourned until January 19th at 2.15 p.m.

HONG KONG & SHANGHAI BANK.

DIVIDEND AND BONUS.

The Directors of the Hong Kong and Shanghai Banking Corporation announce that subject to audit, the dividend and bonus for the half-year ending December 31st, 1927, will be:—

Dividend £3 per share; Bonus £2 per share.

A sum of \$500,000 will be added to the Silver Reserve Fund, and \$1,000,000 written off Bank Premises, leaving about \$34 lacs to be carried forward to next year.

THE LATE MRS. GRUNER.

LOCAL PROPERTY VALUED AT \$66,900.

Recealing of probate of the will of the late Mrs. Eleanor Hamilton Gruner, widow, who died at her residence, 10, Belsize Park Gardens, Hampstead, Middlesex, on February 9th, 1927, has been granted to Mr. C. E. H. Beavis and Mr. D. H. Blake, the attorneys for the executor, Mr. A. W. Gruner, a son of the testator.

Testator left estate valued at \$66,900 in his Colony, but there is also extensive estate in Shanghai, the value of which is not known here. The English net estate is valued at \$22,480.

Among many bequests to relatives, there is a legacy of £25,000 to a son, Dr. O. Cameron Gruner. This legacy is made with the instruction that it is to be free of legacy duty, and that it is to be taken solely out of the Chinese investments and property. None of the English estate is to be included in this legacy, unless the Chinese investments are insufficient to meet it.

GREEN HOWARDS HOMEWARD BOUND.

The Green Howards and 200 gunners have arrived here by the transport Dorsetshire from Shanghai on their way to "Blighty." There was a mishap to the Dorsetshire while at Shanghai, a full account of which appears on Page 2 of this issue.

LIME WASHING REGULATIONS.

THE SPRAYING METHOD.

QUESTIONS TO BE ASKED.

As a result of the many complaints received from Chinese residents by the Chinese General Chamber of Commerce, in connection with lime-washing of houses in the Colony, Dr. S. W. Tao, a Chinese member of the Sanitary Board, gave notice yesterday at the meeting of the Board that a series of questions will be asked at the next meeting. A full report was given in the Daily Press of the complaints house-holders have made against the Sanitary Board for using the spray method of white-washing which was said to be injurious to their furniture and clothing.

The questions are as follows:—

- (1) In view of the general complaint by tenants of tenement houses against the present method of lime-washing by the Sanitary Department, will the Head of the Sanitary Department state whether a tenant, if he objects to the spraying method of lime-washing by the Department, may be allowed to employ his own contractor to do the work in the old way, after his landlord has paid to the Government the money for lime-washing by the Department?
- (2) If so, whether the Government is prepared to hand over the money paid by the landlord to the tenant after he has done the lime-washing satisfactorily?
- (3) When the spraying method is employed what precaution is taken by the Department to protect the furniture or goods of the tenant from the lime-wash or to prevent the lime-wash from going through the floor to the floor below?
- (4) Whether the lime-wash used by the Department contains any ingredient which may be injurious to furniture or goods?
- (5) Whether the spraying now employed by the Department is an improvement on the old method of lime-washing? If so, in what respect?
- (6) When lime-washing is done under the supervision of the Department, by its own workmen and with the best of materials, is there any necessity to have the work done more than once? And, if it is found necessary to re-lime-wash the premises, whether it is possible to have it done on the same day as that of the first lime-washing?
- (7) In lime-washing a painted ceiling or wall, as not a hundredth part of the lime will stick, will the Head of the Sanitary Department suggest some method of dealing with such cases in the future?

NEW MEMBER OF HONG KONG BAR.

Mr. Kahan Singh Chowdhury was yesterday morning, admitted to practice in the Colony as a barrister. He is the first Indian barrister to be called to the Hong Kong bar and he has taken chambers in China Building. Formerly Mr. Chowdhury practised in Sandakan, British North Borneo.

The Attorney-General (the Hon. Sir Joseph Kemp, K.C.) applied to the Chief Justice (Sir Henry Gollan) for his enrolment, and said that Mr. Chowdhury was called to the Bar by the Honourable Society of King's Inn, Dublin, on November 1st, 1924.

His Lordship, in admitting Mr. Chowdhury to practise here, wished him every success.

HEALTH OF THE COLONY.

ONLY ONE NOTIFIABLE CASE LAST WEEK.

Only one case of notifiable disease was reported last week—this being a Chinese case of enteric at Kowloon. There were two fatalities from influenza.

On Monday a case of small pox, the first to occur for several weeks was reported from Kowloon. The patient is a Chinese. One British case of diphtheria from Victoria and a Chinese case of enteric from Shaukiwan were also notified.

WEATHER REPORT.

RAIN PREDICTED.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 7.30 p.m., stated:—

The anti-cyclone over China is unchanged. A V shaped depression lies over the Loochoos.

Local Forecast:—N.E. winds, moderate, generally overcast, some rain.

FENGTIENESE RECRUITING SHANSI
"REMNANTS" AT CHOCHOW.PEKING CHARITABLE INSTITUTIONS BORROWING
TO HELP STRICKEN CITY.SUN FO DECLINES OFFER TO JOIN NANKING
CABINET.

PROBABLY PROCEEDING TO CANTON.

QUESTION OF QUORUM FOR FOURTH
KUOMINTANG CONFERENCE.

The Nationalist Government have so far got their house in order as to be able to announce that "by the order of Marshal Chiang Kai Shek," the Minister of Finance (Mr. T. V. Soong) will issue a series of public bonds totalling \$10,000,000. The local native Press says that the issue will be secured "on the 2.5 surtax with 5 per cent. interest."

The Fengtienese, having satisfactorily settled the financial side of the negotiations as to the raising of the Shansi defence of Chochow, are now reported to be "drafting the Shansi remnants into the Fengtienese Army" on terms that are no doubt regarded as peculiarly satisfactory to the mercenaries.

The vernacular Press reports that "a certain amount of anxiety is still felt (at Nanking presumably) regarding the realisation of the Fourth Kuomintang Conference." The trouble alluded to is the question of the quorum, regarding which there seems to be much uncertainty.

Mr. Sun Fo, evidently disappointed in not being re-appointed Minister of Finance, has declined to accept the new office of Minister of the Construction Department. Perhaps he, like others, fails to comprehend its meaning in these destructive days. At any rate, he appears to have decided to wipe the Nanking dust off his shoes and proceed to Canton—to assist Li Tai Hsin.

CHIANG KAI SHEK'S
MANIFESTO.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 10th.

A manifesto issued in Nanking yesterday by Chiang Kai Shek announces his assumption of the position of Commander-in-Chief of the Nationalist Army, and pledges that he will personally direct the anti-Northern Expedition, support the Central Authorities and suppress all Communist uprisings. He "does not dare to forecast the result of his reappearance at this critical moment when both party and country are on the brink of collapse and the people are reduced to despair." He hopes that all his fellow-countrymen will rally to his support.

A LOAN MADE FOR
CHARITY'S SAKE.

(Wah Ts Yat Pao.)

SHANGHAI, Jan. 10th.

The charitable institutions of Peking have decided to borrow a loan from the banking circles to the amount of \$3,000,000 for the purpose of relieving the sufferers in Chochow.

A certain amount of anxiety is still felt regarding the realisation of the 4th Kuomintang Conference. The consensus of opinion among the Kuomintang leaders now present in Nanking is that 13 members should suffice to form a quorum. As up till to-day only 18 members have presented themselves, the plenary session will be postponed until tomorrow or two days later.

Mr. Sun Fo has declined to accept the Nanking Government's appointment as Minister of the Construction Department. It is said that he will proceed to Canton to support Li Tai Hsin.

SHANSI AND FENGTIEN
RESUME FIGHTING.

(Wah Ts Yat Pao.)

SHANGHAI, Jan. 10th.

The war between Shansi and the Fengtienese has been resumed, and heavy fighting occurred simultaneously at Nganmun, Tschin, Lungchun, and the Pihyue Gato.

A large number of Marshal Feng Yu Hsiang's troops have already crossed the Yellow River. They are expected to participate in active service with the Shansi troops against the Fengtienese in the course of a week.

The Southerners at Hanchow are preparing to start a campaign to attack the Northerners.

PIRACY IN CHINESE
WATERS.ARMED TROOPS FOR "JARDINE'S"
STEAMERS.TEN FULLY-ARMED R.A.S.
[THROUGH REUTER'S AGENCY.]

LONDON, January 10th.

A telegram from Singapore states that owing to the prevalence of piracy in Chinese waters, Messrs. Jardine, Matheson's steamers are now leaving for China with parties of armed troops aboard.

The steamer *Kait Sang*, which has left for Hong Kong with 2,000 Chinese deck passengers, carried 10 fully-armed Royal Artillery men, who keep regular watches during the voyage.

IN THE HANDS OF
MEXICAN BANDITS.PLUCKY AMERICAN'S DASH
FOR LIBERTY.

KILLS FOUR GUARDS.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Jan. 10th.

Maddened by consistent maltreatment since the bandits captured him on December 17th and overheard their captors arranging to execute him, on January 10th Lyman Barber, an American mining engineer, suddenly seized the only available weapons—stones and broken bottles—and ferociously attacked and killed four guards. He then endured a night of horror in stumbling painfully until he reached a village at daybreak, where he obtained a conveyance and returned to his home in Mexico City, where his pale, anxious-eyed wife herself answered the bell to fall into the arms of a gaunt, ragged spectre who collapsed. He was put to bed and gives promise of an early recovery.

THE SOVIET "LOAN" TO
BRITISH MINERS.

A DENIAL.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 10th.

The Treasurer of the Miners' Federation of Great Britain denies that they appealed to Moscow for a loan.

U.S. MINE DISASTER.

EIGHT MEN KILLED IN
EXPLOSION.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 10th.

A message from West Frankfort, Illinois, states that eight miners were killed and ten are missing as the result of an explosion at the Industrial Coal Company's mine.

Bodies in the Mine.

West Frankfort, Jan. 10th.

A rescue worker asserts that he counted at least 21 bodies in the mine.

FRANCO-CANADIAN
RELATIONS.

NEW LEGATIONS.

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 10th.

An agreement has been signed between the French and Canadian Governments creating a Canadian Legation in Ottawa and a French Legation at Quebec.

U.S. TREASURY ISSUE.

NEW NOTES FOR LIBERTY
BONDS.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 9th.

The Treasury has announced that it will offer on Monday next, January 10th, new 3 1/2 per cent. Treasury notes in exchange for 4 1/2 per cent. Third Liberty Bonds. The amount of the notes to be issued will depend entirely on the amount of the bonds surrendered.

BRITISH DIPLOMATIC
TRANSFER.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 9th.

The King has approved the appointment of Mr. Archibald John Clark Kerr, Extraordinary and Minister Plenipotentiary at Guatemala, to be Envoy Extraordinary and Minister Plenipotentiary at Santiago de Chile.

THE "RED ROSE"
CRASHES.OCCUPANTS SLIGHTLY IN-
JURED: MACHINE BADLY
DAMAGED.PLUCKY ATTEMPT PROB-
ABLY ENDED.

[THROUGH REUTER'S AGENCY.]

MUNTOK, DUTCH EAST INDIES,
January 10th.

The light aeroplane *Red Rose* crashed when taking off en route for Batavia. Both occupants were slightly injured and the machine badly damaged.

It is doubtful if they will be able to resume.

Captain Lancaster and Mrs. Miller are returning to Singapore by steamer.

AMERICA AND
NICARAGUA.U.S.A.'S EXPEDITIONARY
FORCE EMBARKS.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Jan. 10th.

With Major-General Lejeune, Commandant of the Marine Corps, General Feland who commands an expedition of 300 men, has sailed from Charleston for Nicaragua aboard the cruiser's *Trenton*, *Raleigh* and *Milwaukee*. 493 officers and men embarked at Sandiego while another 450 embarked at Norfolk in the mine-sweeper *Oglala*.

IRAQ'S POLITICAL CRISIS.

THE PREMIER RESIGNS.

NEW CABINET TO BE
FORMED.

[THROUGH REUTER'S AGENCY.]

BAGDAD, January 9th.

The recent resignations on publication of the terms of the Anglo-Iraqi Treaty, of the Minister of Finance and the Minister of the Interior, has been followed by similar action on the part of the Premier, Jafar Pasha, who tendered his resignation to King Feisal to-day.

King Feisal has ordered the formation of a new Cabinet. Pasha's resignation is due to difficulty in finding suitable substitutes for the resigned Ministers. The treaty to which exception was taken provides for the termination of the British mandate in 1932 when Iraq will join the League of Nations.

BRITISH AVIATORS BEGIN
WORLD FLIGHT.WILL PROBABLY CALL AT
HONG KONG.

A NOVEL ENTERPRISE.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 9th.

Two ex-R.A.F. flying officers, Mr. J. S. Newall and Mr. Neville Vincent, left the Stag Lane Aerodrome, London, this morning on a world flight *via* France, Italy, Greece, Mesopotamia, India and Singapore, returning to England *via* China and Russia.

In addition to the pilots, Newall and Vincent, the party which will be using two three-engine aeroplanes, includes a photographer, Mr. Chalkin, an engineer, Mr. King, and Mrs. Wise Parker, who will be a passenger as far as Cairo.

The airmen intend to use the planes between India and Singapore to pick up cargo and passengers for various ports.

BELGIAN KING'S GIFT.

GIVES PLAQUE TO NEW
YORK CATHEDRAL.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Jan. 9th.

Bishop Manning has announced that the King of the Belgians has given the Cathedral of St. John the Divine, a plaque representing the Shrine of the Cross, which formerly adorned the private chapel of the King's father.

RUSSIAN LEADERS EXILED.

SENT TO SIBERIA.

[REUTER'S AMERICAN SERVICE.]

RIGA, Jan. 10th.

According to a report received from Moscow, Trotsky, Kamenev, Redak, Zinoviev, Rakovsky and other prominent ex-Communist leaders have been exiled to remote provinces, some even to Siberia.

BRITISH BY-
ELECTION.

RESULT AT NORTHAMPTON.

LABOUR VICTORY.

[THROUGH REUTER'S AGENCY.]

LONDON, January 10th.

The Northampton by-election, which took place owing to Sir Arthur Holland's death, resulted in a Labour gain.

The result was:—
Lieut.-Col. L'Estrange (Labour), 15,158.
Captain Renton (Conservative), 14,554.

Mr. Cope Morgan (Liberal), 9,575.
Mr. Hallwood (Independent Conservative), 1000.
[The late Sir A. Holland (Conservative) was returned at the last election with a majority of 971.]

THE NEW MEMBER.

The new member, Lt.-Col. Cecil L'Estrange has, so far, had a remarkable career. According to "Who's Who" he was M.P. (Cons.) East Leyton, 1918-22; born in 1890; son of late Rev. Saville L'Estrange Malone; married in 1921, Leah (M.A. Oxon.), daughter of Mrs. Kay, Campden Hill, W. educated, Cordwainer, Maidenhead; R.N. College, Dartmouth. Entered Royal Navy, 1903; selected to undergo flying course at Eastchurch (the end course approved by the Admiralty), 1911; took part in Army manoeuvres, flying a twin-engine triple-crewed Short biplane, 1912; flew off 12 knots; commanded R.N.A.S. units in raid on Cuxhaven, December 25th, 1914 (despatches); in command H.M.S. *Ben-my-Chree*, March 1915; served in Dardanelles campaign till final evacuation (despatches); aeroplanes carrying torpedoes were used for the first time on record, and three seaplanes from H.M.S. *Ben-my-Chree* successfully torpedoed three enemy vessels, 1916; commanded East Indies and Egypt Squadron (Order of the Nile); appointed to Plans Division Admiralty, 1918; First British Air Attaché, British Embassy, Paris, and Air Representative Supreme War Council, Versailles, 1918; Chairman of Executive Committee Industrial Reconstruction Council, Secretary Industrial Councils Parliamentary Committee; Founder and Chairman Radio Association; Fellow Royal Aeronautical Society; Recreation mountaineering, Club Royal Automobile, Royal Aero National Liberal; Alpin Francis.

AFGHAN'S KING IN ROME.
DELIGHTED WITH CAVALRY
RIDING EXHIBITION.

[THROUGH REUTER'S AGENCY.]

ROME, January 9th.

After the closing reception accorded him by the King and Queen of Italy and the populace of Rome, King Amanullah of Afghanistan to-day attended the military races at the Parioli Course, personally congratulating the winners and shaking hands with them.

Subsequently he visited the famous military riding school at Terquinto where he witnessed a spectacular, almost acrobatic, exhibition by cavalry officers, who descended almost perpendicularly from their horses sliding down hills with their hands jumping from a second floor balcony to the ground.

King Amanullah was delighted by the exhibition and told King Victor, "It is one of the finest I have ever seen." The royal guest also enquired about the origin and organisation of the school and was much interested to hear that officers from all over the world come to Rome to be trained there.

U.S. TO PURCHASE MORE
SHIPS?

PRESIDENT COOLIDGE'S
OPPOSITION.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, January 9th.

The Senate Commerce Committee has approved the Bill introduced by Senator Jones of Washington, to provide for the building up of the merchant marine and for maintaining it under Government supervision through the U.S. Shipping Board.

It is understood that Senator Jones has drawn up a scheme providing for the expenditure of \$2,000,000,000 for this purpose.

Contrary to these proposals, President Coolidge has repeatedly declared opposition to anything of the nature, and it is known that the present administration desire to dispose of the merchant fleet now under its control at the earliest possible moment.

IRISH FREE STATE
PRESIDENT

PRESIDENT COSGRAVE TO
VISIT CANADA.

[THROUGH REUTER'S AGENCY.]

OTTAWA, January 10th.

President Cosgrave, of the Irish Free State, has accepted the invitation of the Premier, Mr. Mackenzie King, to visit Canada during his (President Cosgrave's) forthcoming visit to America.

LANCASHIRE COTTON
INDUSTRY.MASTER SPINNERS'
RECOMMENDATIONS.

HOURS AND WAGES.

[THROUGH REUTER'S AGENCY.]

LONDON, January 9th.

Following the joint meeting of the Federation of Master Cotton Spinners and the Manufacturers Association, two reports, which have been forwarded to the Operatives' Unions with a view to a joint conference to consider conclusions, have now been published.

The Federation recommends an immediate readjustment of finances "by a scheme thoroughly clarifying the position" in the case of companies financially unable to compete. The Government should strongly and continuously be represented to reduce the expenditure on social services by local authorities and similarly be exhorted to reduce municipal expenditure.

There should be an extension of hours to 5 1/2 per week, a reduction in the standard piece price list by 25 per cent. and its equivalent on other rates, and the removal of trade union restrictions relating to cleaning and ciling "which materially reduce production."

The recommendations continue that bleaching, dyeing, finishing, packing and other operations, having fixed standard charges, should be asked to co-operate with the spinners and members with a view to securing a definite reduction in charges. The closest co-operation should be established between spinners, manufacturers and machinists with a view to bringing merchandising to the highest state of efficiency.

The Federation adds that the decrease in production, to the reduction of hours to 48, has been largely responsible for the present position and it claims that the suggested cut represents only a 1 1/2 per cent. cut on current earnings, the larger working week practically making up the difference.

The recommendations of the Manufacturers' Association are almost identical but the Association considers that the wages reduction should be conditional on the operatives accepting increased hours. They urge the abolition of all political measures "handicapping the cotton trade in view of foreign competition." It is further recommended that an enquiry be held into freights and carriage charges.

"Manchester Guardian's" Comment.

LONDON, Jan. 10th.

That the report of the Cotton Federation and the Association (published yesterday) are both disappointing is the opinion of the *Manchester Guardian*, referring to the proposals to reduce wages and extend hours.

The newspaper says: "It is exceedingly hard to believe in the effectiveness of this time-honoured remedy of the present conditions and points out that most of the spinners of American cotton are working at present only 30 hours a week or less, and that they choose and quote the recent calculation that in the case of the bleached shirting the reduction in spinning wages by a quarter will reduce the total cost by not more than three per cent. As an example that the proposed wages cut is merely a 'gesture of despair' the *Guardian* doubts whether cotton employers are so convinced of the effectiveness of lower wages and longer hours that they are willing to risk an embittered struggle with the operatives."

The Legislative Council and the Textile Factory Workers' Association will meet to-day to consider the employers' proposal at a joint meeting.

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R.A.F. PILOT KILLED.

A MOSUL TRAGEDY.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 9th.

The Air Ministry announces that as a result of the accident at Hinaldi Aerodrome to a Bristol fighter machine of No. 6 Army Co-operation Squadron, Mosul, January 9th, Pilot Officer Lionel Fisher, R.A.F. pilot of the aircraft, was killed, and Lieut. Sidney Harker, King's Own Yorkshire Light Infantry, attached to the Iraq levies, was dangerously injured.

The gallant effort he had made, however, left him a little tired. Captain Cheney drew level, and though the Prince stuck gallantly to his work he was just beaten.

PRINCE OF WALES LOSES
AT SQUASH.GALLANT EFFORT IN THE
ARMY CHAMPIONSHIP.

[LONDON, Dec. 13th.]

The Prince of Wales was defeated in the first round of the Army squash racket championship at the Bath Club yesterday, but, none the less, he played better, for the latter part of the match, than he has ever done in public before. His opponent, Captain J. N. Cheney, who is one of the best "squash" players in the Army, looked at one time in serious danger of defeat.

The Prince, who played in grey "shorts" and grey stockings, could do nothing right at the start. He kept hitting the ball below the board, and Captain Cheney led 6-0. The Prince improved and reached 3-6, but Captain Cheney won the first game at 9-3.

Hard Hitter.

Then the Prince made it "three all" in the second game, but here, again, everything went wrong, and Captain Cheney, who has very hard, again won at 9-3. He led 2-1 in the third game, and then the Prince jumped into his best form. He played a series of brilliant outright winners, full of pace and length, and with an excellent sequence of seven aces stood at 8-2 before being put out.

Captain Cheney made one point, but the Prince got in again and clinched the game.

He went on to lead 3-0 in the fourth game, but the players were level at "five all." With two excellent strokes the Prince led 7-5 and hopes rose high in the crowded galleries that he would at least make it two games all.

The gallant effort he had made, however, left him a little tired. Captain Cheney drew level, and though the Prince stuck gallantly to his work he was just beaten.

THE THAMES
FLOODS.STATEMENT BY CONSER-
VANCY CHAIRMAN.THE CAUSE OF THE
DISASTER.

[BRITISH WIRELESS SERVICE.]

RUGBY, January 9th.

This afternoon the high tide in the Thames was anxiously awaited by riverside inhabitants and barricades were keenly watched by officials and workmen. The tide, however, caused no further flooding. Water trickled through the barricades at Lambeth but these were quickly strengthened. No further overflow is expected if rain and wind hold off and the river should subside normally after to-morrow.

Lord Desborough, Chairman of the Thames Conservancy, reviewed the flood situation at a meeting of the Conservancy to-day. He attributed Friday's disastrous floods, wherein fourteen lives were lost, to an influx of water from the North Sea "amounting almost to a tidal bore." He said that the wet period preceding Christmas Day resulted in the flow of the river rising from its maximum capacity of 4,500,000,000 gallons to 9,000,000,000 gallons. That was a very serious amount of water. Then came the heavy snowfall of Christmas. If the snow had thawed quickly those 9,000,000,000 gallons would have been increased to such an extent that there would have been a record flood. Fortunately, the snow did not thaw until the 2,000,000,000 gallons had fallen to 4,000,000,000. In his opinion the volume of water in the river had very little to do with the disaster.

Dealing with the question of measures to prevent the repetition of such an occurrence, Lord Desborough thought the remedy was to build a barrage across the estuary of the Thames from Tilbury to Gravesend with locks in it.

He stated that the Government may set up a Commission of Inquiry into the causes of disaster if the various river and the Municipal Authorities concerned desire such investigation.

Extensive measures are being taken for the relief of those who have had to leave their homes and those who have lost their belongings. The mayors of the various boroughs of London are co-operating with the Lord Mayor in administering one central fund to which donations are coming in freely. Those rendered destitute have already been supplied with immediate necessities of food and clothing by church societies, and soup kitchens.

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THE HONG KONG DAILY PRESS, WEDNESDAY, JANUARY 11th, 1928.

- SERVICE -

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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—1,000-mile Tour for £40—Commercial Vehicles—The New Ford—Pendine Sands Thrill—250 Miles an Hour in a Motor-car—Underground Garage for West End—Safety Rollers for Buses—New Ford arriving Soon.

MOTOR NOTES.

NEW FORD ARRIVING SOON.

Messrs. Harper and Son, the Ford agents in this colony, have received a cable stating that the first consignment of new Ford cars is already on the way. They are expected in Hong Kong by the end of this month, early in February at the latest.

In spite of all the talk of this car, the actual sight of it will cause a great deal of surprised comment. In appearance it is entirely different from the old model to which we have all become so used. In fact, its appearance is in every way improved. Low centre of gravity, differently shaped radiator, and new and more artistic body lines; as the Ford people say themselves there is a bit of the European touch in the coach-work and contours. The choice of colours, too, is poetry in itself—Niagara Blue, Arabian Sand, Dawn Gray and Gun Metal Blue.

Mention is made of the performance of the car in another article. The equipment appears to be unusually complete, and includes several "gadgets," such as wind-screen wipers, which count frequently as extras. Four wheel brakes are fitted, with both foot and hand brake operating on all wheels. Lubrication is by a special system of pump, splash and gravity feed.

The final question, the question of price, is still unanswered. It will undoubtedly be good value for money, but more than that is unknown.

HOW UNDULATIONS HELP.

I heard an interesting argument recently, says a writer in *The Light Car and Cyclecar*, as to whether it was easier—from the point of view of maintaining a good average speed—to drive over dead flat country such as the Fens or over ordinary undulating roads. The same question used to be debated in the old cycling days and preference was then almost unanimous for the undulating road. On the flat road, whether one pedals or is propelled, the effort must be continuous in order to maintain one's rate of speed; whereas on ordinary roads one is considerably helped by downward gradients.

It would appear that what one gains on the swings one loses on the roundabouts, but in actual practice it does not seem to work out like that. The probable cause is that downhill the cyclist or motorist rests a little while gravity does the work, or, if they prefer, to get up a higher speed than usual with far less effort.

ROAD RACING IN IRELAND.

If a suitable course can be found in Ulster everything is in favour of a successful road race for cars, says *The Motor*. Transport is easy, there is no language difficulty, nor are there any irritating Customs formalities to be gone through. We feel quite sure that a road race held in Northern Ireland would attract enormous numbers of visitors from Great Britain—far more, for example, than would cross the Channel to see a race in France. The hotels, garages and tradespeople in the area round the circuit would benefit to a very great extent from the influx of tourists and, taking a wider view of the matter, money would be spent in the British Isles instead of being spent abroad.

DAZZLE—THE SOLUTION.

The annual problem of driving after dark without being dazzled by the lights of other cars and without causing needless inconvenience to others is a topic which reaches its zenith at this time of the year. The whole question really is less troublesome than many believe; the majority of experienced drivers do not agree that legislation is either desirable or necessary, and an end of the so-called "problem" might almost be said to be in sight. We see its disappearance in the increasing demand for the extremely clever invention in the form of lamp reflectors which can be readily dipped and twisted to the left by the operation of a single small control adjacent to the driver's hand. It would not surprise us, says *The Light Car and Cyclecar*, if in two or three years' time almost every car on the roads has lamps embodying this essentially practical feature.

COMMERCIAL VEHICLES.

FURTHER POINTS FROM OLYMPIA.

FINE PERFORMANCE.

Mention was made previously of the six-wheeled Tilling-Stevens petrol electric chassis. Another interesting product of this firm is an Express four-wheeled gear-driven chassis for single-decked omnibuses, coaches or charabancs. The outstanding feature of this model is a 39.70 h.p. "Ricardo" engine. This is capable of rapid acceleration and is very economical in fuel, giving an average of about 9 miles per gallon under a 40-seated omnibus body, used under conditions necessitating frequent stopping and restarting. A low-load-type 32-seated Tilling-Stevens Express bus was recently driven from Capetown to Durban, a feat hitherto believed to be impossible with a low-load-line motor omnibus.

WEIGHT REDUCTION.

A very striking exhibit by the Associated Daimler Co. is a new light fast passenger chassis, in which, doubtless under the influence of the firm's chief engineer, Mr. J. Pomeroy, "high tensile" aluminium alloys have been extensively used, in consequence of which weight has been cut down to a surprising degree without any sacrifice of strength. The power unit is a new Daimler 40-70 h.p. 6-cylinder sleeve valve engine. Four-wheel vacuum servo brakes are fitted and the driver is seated in the orthodox position. In a complete vehicle taking the form of a 34-seated single-decked saloon omnibus one noted the extensive use of aluminium and its alloys in the body as well as in the chassis.

ELECTRICAL EQUIPMENT OF VEHICLES.

Among passenger-carrying four-wheelers, the most noticeable developments are low loading line, enclosed upper decks on buses, luxurious equipment of motor coaches and very complete electrical installations for internal and external lighting and for engine starting. The makers of electric equipment are co-operating heartily in this last named direction. Thus, for instance, the makers of the British Tungstone battery which is attracting such favourable comment throughout the world, have produced a special type for the purpose of supplying the whole of the lighting requirements of a full-sized double-decked enclosed omnibus.

30 MILES TO THE GALLON.

An attractive light van is the half-ton Morris, which runs about 30 miles to the gallon, and sells at home at the list figure of £165. This van emanates from the factory of Morris Motors and is not to be confused with the range turned out by Morris-Commercial Cars; though the two concerns are, of course, closely allied. The latter showed a light chassis of the 30 cwt. type with a 3-speed gearbox and transmission by worm to (Continued on next Column.)

TIGER, TIGER!

An unique car-body design has been seen in Singapore streets over the week-end. This took the form of a body painted in the colours of a tiger—orange with black stripes—and the radiator front took the form of a tiger's head, with its mouth opened in a snarling manner.

COST OF LONDON'S TRAFFIC CONGESTION.

Spoken at the annual dinner of the London Cartage and Haulage Contractors' Provident Institution Mr. P. Pick, of the London General Omnibus Company and the Underground Railways, said that the greatest loss to the City day by day was that which resulted from delay and congestion on the streets. The London General Omnibus Company lost in actual out-of-pocket expenses a million pounds a year through this cause. If they could run their omnibuses, as scheduled, they would be that amount better off at the end of the year.

the back axle. Also 12-cwt. and one-ton vans, in addition to the six-wheeler mentioned in our previous report.

A good range of light vans was shown by the Star Engineering Co. These included a 25 cwt. model, now marketed at a reduced price. It is substantially this model which is so largely used with such great success to form an important and growing portion of the fleet of Messrs. Selfridge. There was also a special 15 cwt. chassis designed for high speed work and rapid acceleration such as is necessary, for instance, in

connection with hurried competitive distribution of evening newspapers.

MUNICIPAL VEHICLES.

There were many exhibits at Olympia of particular interest to Municipal Authorities. Prominent amongst these ranks the Karrier combined road sprinkler, sweeper and collector. This machine can be driven among ordinary traffic in the day-time without causing obstruction or annoyance. It not only moistens the streets sufficiently to prevent dust being thrown

about, but sweeps them thoroughly, collects the refuse into its own body and finally dumps it at the destructor. The type is used by a very large number of Municipalities throughout the world and is giving complete satisfaction.

Messrs. Dennis Bros. showed one of the five engines for which they are famous. This exhibit was a 500-600 gallon engine running on giant pneumatic tyres and fitted with vacuum servo-operated brakes and electric self-starter. The pump is, of course, of the Dennis patent multi-stage high pressure turbine type.

MORRIS COMMERCIAL CARS

12 C.W.T. MORRIS 11.9 H.P. 9' 6" W.B. HONG KONG CASH PRICE

Chassis only with 33" x 4 1/2" S.S. Tyres ...	£195
Lorry complete with Cab and drop sides ...	255
Popular Van complete with Cab ...	265
De Luxe Van complete with Cab ...	275

1 TON MORRIS 13.9 H.P. 10' 2" W.B.

Chassis completely equipped with 33" x 5" tyres ...	£235
Lorry complete with Cab and drop sides ...	295
Tipping Lorry complete with Cab ...	310
General Utility Vehicle complete ...	325
Standard Van complete with Cab ...	335
De Luxe Van complete with Cab ...	350
Bakers Van complete with Cab ...	370
Furniture Van complete with Cab ...	370
Ambulance Type A complete ...	430
Fever Van complete ...	450
Colonial Ambulance complete ...	485
Charabanc for 14 passengers ...	510
Hotel Bus Type T1 ...	515
Bus De Luxe ...	570
Special Saloon Bus Type D3 ...	575

25 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 1 complete with 33" x 5" tyres ...	£290
Chassis Z. 2 complete with 33" x 5" tyres & F.W.B. ...	320
Type Z. 1 Standard Lorry complete with Cab ...	350
Type Z. 1 Standard Van complete with Cab ...	385
Type Z. 1 De Luxe Van complete with Cab ...	400
Type Z. 1 Charabanc for 14 passengers ...	550

30 C.W.T. MORRIS 15.9 H.P. 10' 2" W.B.

Chassis Z. 3 complete with 32" x 6" tyres ...	£320
Chassis Z. 4 complete with 32" x 6" tyres & F.W.B. ...	350
Type Z. 3 Standard Lorry complete with Cab ...	395
Type Z. 3 Standard Van complete with Cab ...	415
Type Z. 3 De Luxe Van complete with Cab ...	430
Type Z. 4 Standard Lorry complete with Cab ...	415

30 C.W.T. MORRIS 15.9 H.P. 11' 6" W.B.

Chassis Z. 5 with 32" x 4 1/2" tyres, dual rear. F.W.B. ...	£320
Chassis Z. 6 complete with 32" x 6" tyres & F.W.B. ...	355
Type Z. 5 Standard Lorry complete with Cab ...	390
Type Z. 6 Standard Lorry complete with Cab ...	420
Type Z. 5 Charabanc for 18 passengers ...	620
Type Z. 6 Charabanc for 18 passengers ...	650
Type Z. 5 Special Saloon Bus ...	670
Type Z. 6 Special Saloon Bus ...	700

30 C.W.T. 6-WHEELER 15.9 H.P. 11' 8" W.B.

Chassis only equipped with 32" x 4 1/2" tyres ...	£538
Chassis with War Dept. type Body ...	628

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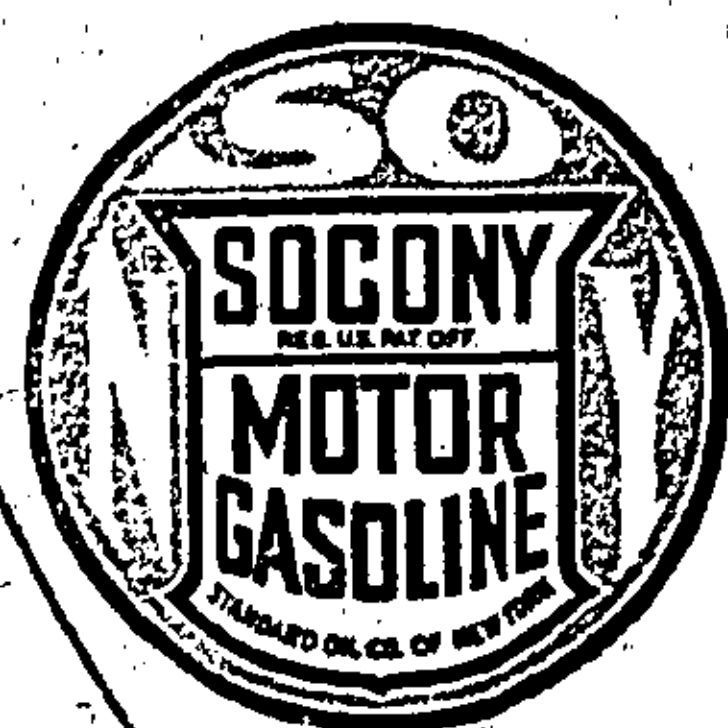
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by using
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down to
the motorist

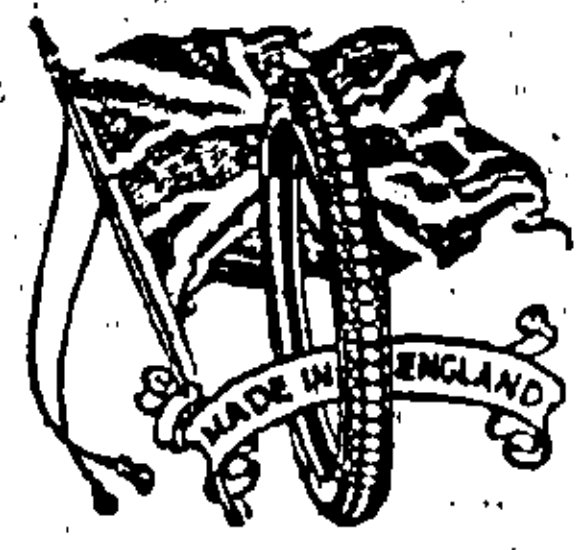


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AS STANDARD EQUIPMENT

DUNLOP RUBBER CO.
LIMITED.

16A, DES VOÛX ROAD CENTRAL.

THE Car Manufacturer naturally has to take responsibility for the entire excellence of his product—even though he purchases certain component parts (such as tyres) from outside sources. No wonder that he takes every precaution to ensure that everything he fits is the very best obtainable, and no wonder that practically every British Car Manufacturer fits

DUNLOP TYRES

as standard equipment! It is wise policy to rely on the knowledge of the car maker and replace with Dunlop when the original tyres have lived their life (a long, long life when the tyres are Dunlop)!

MOTURING NOTES

(CONTD.)

THE NEW FORD.

EDSEL FORD'S VIEW.

ANOTHER PERMANENT
TYPE

"Some of the things we have discovered already in the tests of these new cars are interesting."

"We have accomplished with them a speed of 65 miles an hour which is slightly higher than we had expected."

"We have found they can be driven for hours at an average speed of more than 50 miles an hour, without discomfort to driver and passengers and without harm to motor and other equipment."

"In a recent test, one of these new cars was driven 110 miles in two hours. During the first half-hour the car traveled 27 miles. The car covered exactly 56.1 miles the first hour of the trip."

"This test was made over average road conditions. Part of the route lay through level country and part through hill country where the roads were steep and winding."

"The day on which the test was made was somewhat warmer than the average summer day in this part of the country, but the motor was not overheated during the run and examination of the motor at the conclusion of the run disclosed no ill effects."

"The car consumed less gasoline and oil during the test than any of our previous models we have put to similar tests. The ignition, cooling and carburetion systems performed perfectly throughout the trip."

Quick Acceleration.

"We have tested this new car for getaway and pickup with many other types of automobiles and have found that it surpasses all of them with one exception in quick starting and acceleration. The tests already made show it is faster, smoother, more rugged and more flexible than we had hoped for in the early stages of designing."

"We have known from the beginning that this new Ford would be a handsome car. Experiments have been made with a wide variety of colour schemes and body designs and all of these have been decided upon."

"When this car formally is introduced within the next few weeks, we shall be able to say that it is the best and most modern priced automobile we know how to build."

Taking these statements at their full value, the rest of the automotive industry will face a very interesting situation in the next few months for such a car in the lowest price must throw the rest of the industry out of equilibrium."

Rival Prices.

Once again, if these statements are true, Ford's nearest competitors must revise their models until they are enough better to justify fully in the eyes of the public the price gap between their product and the Ford."

To put this possible development in price terms, all cars selling for say, \$750 or less, must be revised as indicated. But since cars in the \$750 class compete more or less with cars in the \$1,000 class, cars in the latter class must also be revised to the point where they are worth \$250 more than cars in the \$750 class. The same argument holds for cars in the \$1,250 class with reference to cars in the \$1,000 class, and so on up the scale to the very top."

Therefore if these statements are correct there will be many changes in practically all makes of cars throughout the year 1928. Some of these changes are likely to occur at or before the New York Show which opens Jan. 7th, 1928. The foregoing applies to changes which manufacturers are prepared to make or which can be made without much trouble. Whereas if the manufacturer is not prepared or if the changes are difficult to make, as would be the case if an engine had to be redesigned, it may be months before the manufacturer is able to get his product back into equilibrium with his competition."

Good For 25 Years.

In estimating the difficulties, and in wondering why it has taken so

(Continued on next Column.)

1,000-MILE TOUR FOR £40.

A CHEAP HOLIDAY.

I have just completed with my wife a motor-car tour of a thousand miles through France, Switzerland, and Northern Italy, at a cost of less than £40. This fact should dispel the fears of those motorists who would like to take their cars for a tour on the Continent—especially to the Riviera during the winter months—but abandon the idea in the mistaken belief that it is an expensive and troublesome business."

Actually the cost per head need be little more than that of a cheap trip by rail arranged through a tourist agency."

Cost Inclusive.

The total expenses of £40 covered transport of the car and ourselves from England; French car licence for three months; local taxes in Switzerland and Italy; petrol, oil, cleaning car, and garage accommodation for nine nights at first-class hotels; lunches and dinners, with good wine; tips and incidental expenses—in fact, everything."

(Continued on next Column.)

long, it appears that the trouble lies with us rather than with Ford. We are not used to his system. We have been accustomed to manufacturers bringing out new models or making extensive changes every year or so without much of a halt in production. On the other hand the last model which Ford brought out was manufactured for twenty years with only minor changes, and it is a fair guess that Ford's present aim is to build a car and a plant both good for another ten or twenty years with minor alterations."

This we note, that when it was realized that an entirely new model was necessary, not only the old model but the old methods were discarded; and Ford made a fresh start on both counts, working out new methods to be carried out by new plant facilities to produce an outstanding new model which with luck can be manufactured without much change for years to come."

Time is required to work a miracle of such enormous magnitude, and when the new model makes its debut is not nearly so important as getting both plant and car so perfectly tuned up that the enterprise may be run full blast for years without closing the throttle, much less shutting off the ignition."

In short, when Henry Ford is sure he is all set for a new record breaking run, the curtain will be raised and the new Ford will appear."

By sleeping and feeding at cheaper hotels, and economising on wine kills, we could have saved enough to take us back to England. By avoiding Switzerland and Italy, where touring is much more expensive than in France, we might have extended the trip for two or three days without spending more."

Two people can take a light car to France, tour in comfort for a fortnight and return to England for £30 each—and for less if they are economically inclined. Four or more people with a larger car could probably do it at an even cheaper rate, in spite of higher shipping charges and running expenses."

There is no trouble. Arrangements are made by the R.A.C. and A.A. whereby no duty is payable on the car in any European country."

A deposit of £50 is required, but this is repaid without deductions when the car returns to England. Passing through the Customs is perfectly simple when armed with the necessary papers."

Some knowledge of the French language is useful but not absolutely necessary, so long as one realises that "petrole" (despite some of the phrase books) means paraffin, and that the word for petrol is "essence."

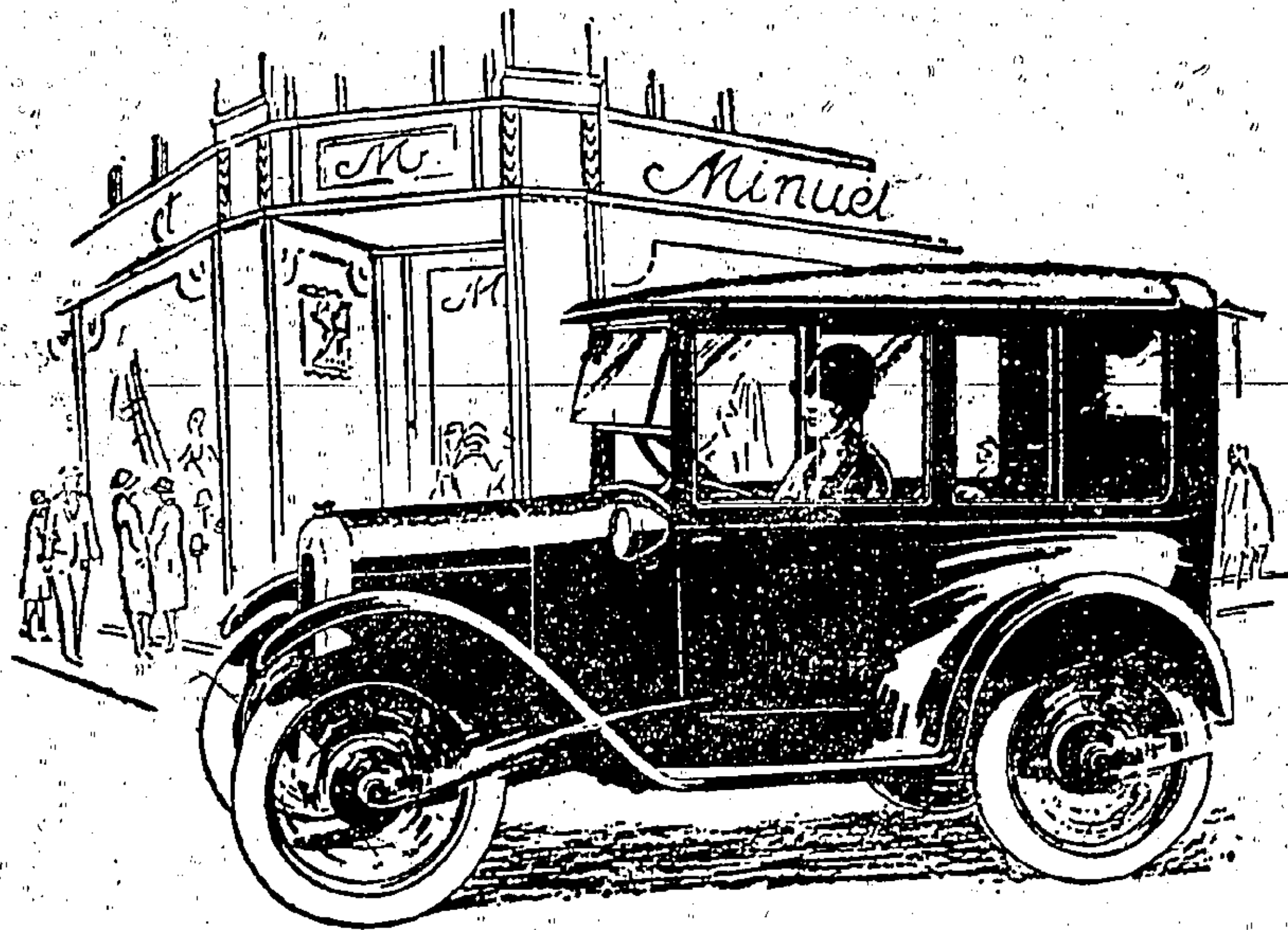
The distance from Calais or Boulogne to the Mediterranean coast is about 700 miles by a direct route. The main roads are now usually good and sometimes magnificent. The people are charming and friendly, and the motorist will seek in vain for any justification of the statement, so often repeated by ignorant mischief-makers, that the French do not like the English.—D. E. G. in Daily Express.

ROAD SIGNS AND "ROBOT."

Inventors are very busy at present in devising automatic road signals for "guarding" cross-roads and other dangerous points. Progress made since the installation of flashing beacons several years ago has been rapid, and every encouragement, says *The Light Car and Cyclecar*, should be given to those who are endeavouring to solve the cross-road problem."

Developments are pending in another direction, namely, the perfection of the automatic policeman—the Robot which takes all the responsibilities of traffic control at each end of a road-section. It would be undesirable for the human element to be entirely absent, but the possibility of one policeman controlling a stretch where three may be required, under normal conditions is one worthy of close consideration."

THE IDEAL MOTOR CAR

for
LADY DRIVERS.

The
**Austin
Seven**

SALOON MODEL

- Easy to start
- Easy to change gear
- Easy to negotiate in traffic
- Easy to garage
- Easy to steer

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[A. 2.2.4]

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ARRIVING SHORTLY

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FOUR CYLINDER MOTOR—FORTY HORSEPOWER.
SELECTIVE SLIDING GEAR TRANSMISSION—STANDARD SHIFT.
MULTIPLE DRY DISC CLUTCH.
BATTERY SINGLE COIL AND DISTRIBUTOR IGNITION.
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COMBINATION PUMP, SPLASH AND GRAVITY LUBRICATION.
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FOUR HYDRAULIC SHOCK ABSORBERS.
LOW CENTRE OF GRAVITY.
EXCEPTIONAL SPEED.
BEAUTIFUL BODY LINES.
SIX DIFFERENT PASSENGER MODELS.
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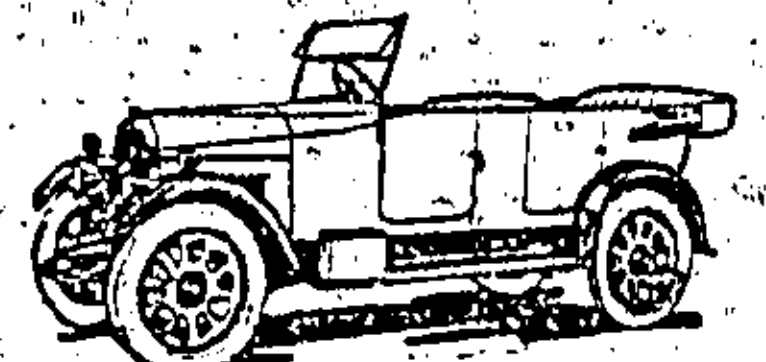
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The Sturdiest Car for Overseas

ONLY a close examination reveals the small details of Humber construction that tell so surely in actual use. The margin of strength in their every part enables Humber Models to withstand the test of rough roads and heavy usage—a fact that has long established them in the favour of Colonial Owners.



- 9/20 H.P. 2-3 Seater with Dickey Seat
- 9/20 H.P. 4-Seater Tourer
- 9/20 H.P. 4-Seater Saloon
- 14/40 H.P. 2-3 Seater with Dickey Seat
- 14/40 H.P. 5-Seater Tourer
- 14/40 H.P. 5-Seater Saloon
- 14/40 H.P. 3 Coupe with Dickey Seat

Other Models of 20/35 H.P.
Dunlop Tyres and Front Wheel Brakes Standard.

MOTOR CYCLES. The 549 H.P. O.H.V. "Sports" Motor Cycle is particularly suitable for riders overseas. The engine possesses a wide margin of power, and the entire construction is of the strength necessary for use on indifferent roads. The low saddle position gives exceptional stability and confidence to the rider.

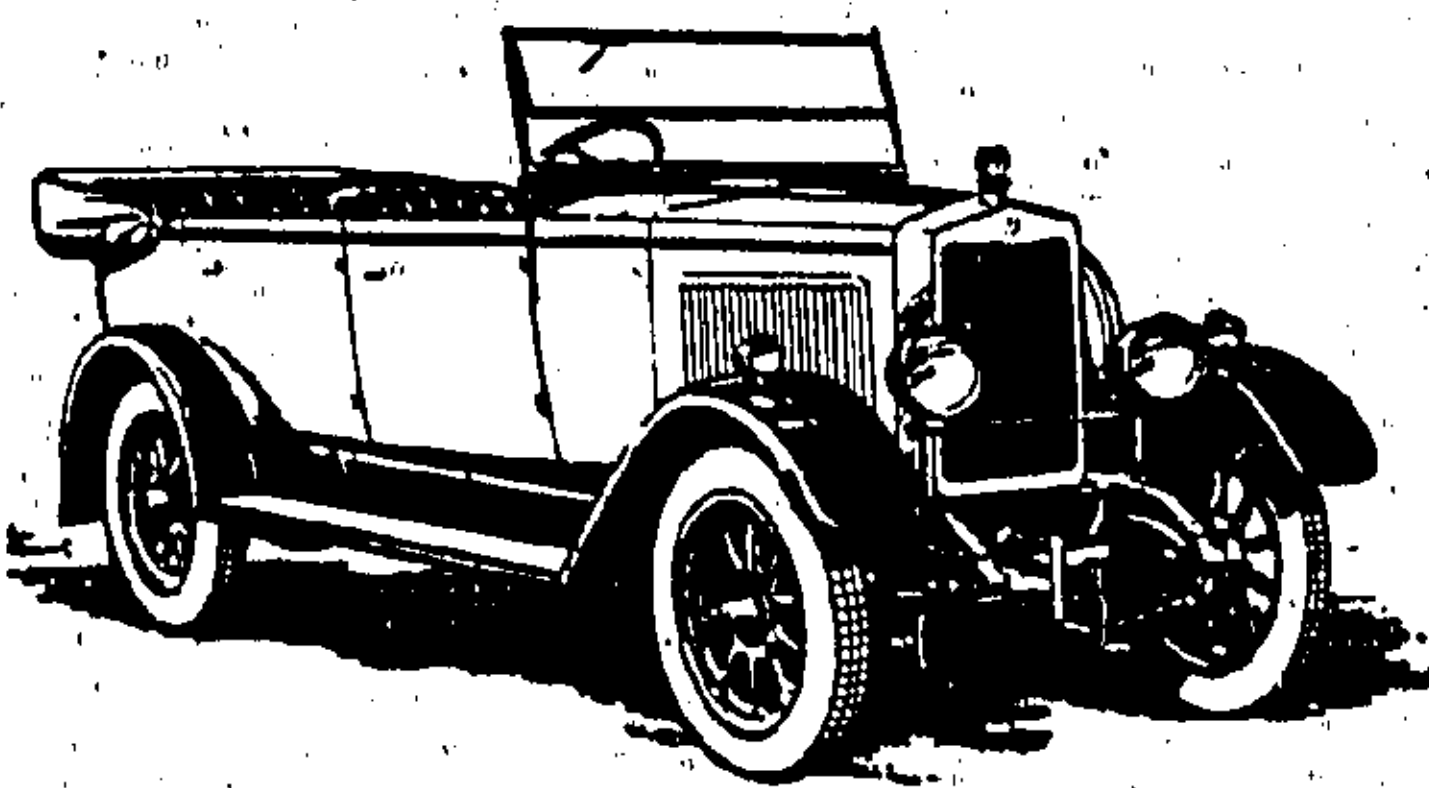
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MORRIS-COWLEY 11.9 H.P.			
48" TRACK-105" WHEELBASE.			
ROAD-STER	4 Seater	£190	£180
TOURING (4-DOOR)	4 Seater	210	200
COUPE (FIXED HOOD)	2 Seater	220	210
SALOON (4-DOOR)	4 Seater	235	225
TRAVELLER'S CAR			200
STANDARD VAN			200
MORRIS-COWLEY 11.9 H.P.			
56" TRACK-105" WHEELBASE.			
ROAD-STER	4 Seater	—	190
TOURING (4-DOOR)	4 Seater	—	205
COUPE (FIXED HOOD)	2 Seater	—	220
SALOON (4-DOOR)	4 Seater	—	235
MORRIS-OXFORD 11.9 H.P.			
48" TRACK-106" WHEELBASE.			
TOURING	4 Seater	—	235
SALOON	4 Seater	—	255
MORRIS-OXFORD 13.9 H.P.			
48" TRACK-106" WHEELBASE.			
ROAD-STER	4 Seater	250	240
TOURING	4 Seater	270	260
COUPE	2 Seater	29	270
SALOON	4 Seater	310	290
LANDAULETTE	5 Seater	370	330
MORRIS-OXFORD 13.9 H.P.			
56" TRACK-106" WHEELBASE.			
TOURING	5 Seater	295	275
SALOON	5 Seater	335	310
MORRIS-OXFORD 15.9 H.P.			
56" TRACK-114" WHEELBASE.			
TOURING	5 Seater	365	355
SALOON	5 Seater	435	400
MORRIS LIGHT SIX 17.7 H.P.			
2468 c.c.—Approx. 2½ litres.			
TOURING	5 Seater	—	360
SALOON	5 Seater	—	405



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MOTURING NOTES (CONTD.)

PENDINE SANDS THRILL.

RACING MOTOR TURNS SOMERSAULT.

PENDINE (CARMARTHENSHIRE), November 28th.

Signor Foresti's attempt to establish new motoring records in his baby one-ton car, "Djelmio," ended in disaster. When travelling at 150 miles per hour the car skidded, turned completely over twice, and was wrecked. Foresti had a wonderful escape, suffering only from shock, an injured shoulder, and a bad cut above his right eye.

Foresti had made one run in an attempt to establish a new mile record from a standing start, but was three seconds slow. The accident occurred when he was nearing the end of his second run. When within about 100 yards of the tape at the end of the course, "Djelmio" skidded alarmingly on the wet sand. She went first towards the sea, and then in the reverse direction.

It was clear that she was completely out of control. Again she skidded towards the sea and crashed broadside into a flagstaff marking the end of the course. The back of the car rose high in the air and fell again.

Then the car turned completely over on its side. I could see Foresti half in and half out of the cockpit being dragged along on his back as the car turned, and then he was flung clear.

Verging On Collapse.

With its powerful engine still roaring, the car turned right over and went to pieces in a column of smoke. Onlookers who rushed to the spot did not expect to find Foresti alive, but, out of the smoke, tottering towards us, came Foresti. His clothing was rent and blood was pouring down his blackened face.

His lips moved, but he was unable to speak, and he fell into our arms in a state verging on collapse. He was lifted into a car and driven back to the hotel at Pendine.

The accident was not seen by Signora Foresti. She had driven to the other end of the mile to see the start of the run. Her husband had been taken away before she arrived. She was in a state of frantic despair until reassured with the news of her husband's escape.

Foresti has been pursued by ill-fortune during the whole of the three days in which he has been attempting records. Mechanical trouble led to the abandonment of attempts on Thursday and Friday, and to-day there was something evidently wrong with the carburettor.

I had a talk with him shortly before he started. He was very tired, but full of fun. He was not optimistic of success because the sands were, he considered, too wet for high-speed motoring.

"I have had a lot of trouble with the plugs in the car," he said. "If she does go she will go. If not I shall send a telegram to some sixpenny store."

"I Did My Best."

I saw Signor Foresti when he was in bed two or three hours after the accident. He was very cheerful, and was trying hard to reassure his still very distressed wife. One of his chief anxieties was to know what was happening to his car, and he was insistent in his request that what remained of her should be saved.

I asked him for an account of the accident. "It is very difficult to say what happened," he said. "It was all so quick and so confusing. I struck a soft patch. I did my best. I hung on to the wheel, and my arms ache still from the effort."

"But I could do nothing. It seemed to me that she turned over three times. I got my head down inside the cockpit. That, I think, saved me, but finally I had to give up and was thrown out."

"It is, indeed, a most miraculous escape. I think I have been very unlucky while I have been down here, but this morning my luck was good."

The wreckage of the car was brought back to the garage at Pendine in the afternoon.

250 MILES AN HOUR IN A MOTOR-CAR.

CAPTAIN MALCOLM CAMPBELL ON HIS ATTEMPT TO BREAK THE RECORD.

Captain Malcolm Campbell, the racing motorist, starts on the biggest adventure of his life in the second week of January, when he is going to America to attempt the world's motor speed record. He proposes to use an engine similar to that which won the Schneider trophy for Great Britain.

"I received permission from the Air Ministry several months ago," Captain Campbell told an Evening Standard representative to-day, "to use the new Napier engine. I do not minimise the difficulties. There are American competitors who say they are going to get a motorcar speed of 250 miles an hour. I should not be surprised if they succeed."

"What does seem certain is that in February a speed of twenty-five or thirty miles will be added to the record, which stands at present over 300 miles an hour."

An Arterial Road Test.

"The only foreign thing on my car was the steering wheel, and that is coming off," Captain Campbell, who holds the world's record before that was lowered by Major Seagrave, is one of the most daring and skilful drivers in the world. He laments that it is not possible for him to test his car in this country.

The Brooklands track is up and the Pendine sands are too dangerous. A suggestion has been made that if one of the new arterial roads could be closed without inconvenience for a few hours it would be suitable.

UNDERGROUND GARAGE FOR WEST END.

TO RELIEVE PARKING DIFFICULTY.

Plans have been made for the construction of a large underground garage beneath one of the West End squares, with accommodation for 400 cars.

If this attempt to solve the parking problem is successful, other underground garages will be established in central districts.

It is not possible at the moment to give the name of the square, but it is within easy reach of theatreland. The venture is being undertaken by Bovis, Ltd., building contractors, in conjunction with other interests.

A number of considerations have to be met, said an official of Bovis to-day, before it can be carried out. The scheme will proceed, but we are hopeful of overcoming the difficulties.

Two Entrances.

Negotiations are now proceeding. It would be too expensive to attempt to build above ground. This scheme means a considerable amount of excavation, and it is a big job, but quite a practicable one.

"The underground garage would be one, huge space. We should require the necessary supports to hold up the square, but it is not proposed to divide the space into cubicles. We are not setting out to create lock-up garages, but to meet the problem of parking."

There would be two entrances and two exits—all of them runways. It is not proposed to install lifts.

SAFETY ROLLERS FOR BUSES.

THE HOME SECRETARY SEES A NEW DEVICE AT WORK.

An invention which may minimise the number of London street accidents was demonstrated at Scotland Yard before the Home Secretary, Sir Wm. J. J. J. Hicks and the Commissioner of Police, Sir Wm. Horwood.

The device consists of three rollers and is attachable underneath the radiators of motorbuses and cars.

Directly the rollers touch any obstacle they automatically drop to the ground and roll the obstacle away.

For the purpose of the demonstration a huge stuffed sack was dropped in front of a lorry on which the device was attached, while the vehicle was travelling at 15 miles an hour.

The sack was simply rolled over three times and this allowed time for the vehicle to be pulled up. The inventor, Dr. Clifford, a Leyton medical man explained to the Home Secretary that for experimental purposes two men had laid on the ground while the lorry came towards them at a speed of 25 miles. In each case the man was rolled over twice without receiving the slightest injury.

A similar experiment had been made with a man and a bicycle also without injury.

The Home Secretary appeared considerably impressed by the invention.

CRICKET.

R.E. BADLY BEATEN.

YESTERDAY'S MATCH.

In a friendly match yesterday on the Chinese Recreation Club ground, the Royal Army Ordnance Corps outclassed the Royal Engineers and Royal Corps of Signals. The latter, who batted first, were dismissed for 24 runs only. Major Greig (7) being top scorer. Hale took 7 wickets for 9 runs, and Lake captured 3 for 14. The winners replied with 123 runs to which Pte. Corbett contributed 51, not out. Harrison took 6 wickets for 27 runs and Macdonald 3 for 14 runs.

Scores:—

R.E. and R.C. of S.

Capt. Doyle, b Hale	3
Sig. Waters, b Lake	2
Sergt. Jones, c Morgan, b Hale	0
Major Greig, c Gordon, b Hale	7
Gillespie, b Hale	0
Sergt. Harrison, b Hale	0
C.S.M. Kinnaird, c Corbett, b Hale	1
Lieut. Macdonald, b Lake	0
S/Sergt. Peachy, c Barger, b Hale	6
Sig. Penny, l.w., b Lake	4
Sergt. Trumper, not out	0
Extras	1
Total	24

Bowling Analysis.

Lake	O.	M.	R.	W.
	5.4	3	14	3
Hale	5	1	9	7

R.A.O.C.

S/Sergt. Greenaway, b Harrison	7
Pte. Lake, b Harrison	35
L/Corpl. Burger, b Harrison	4
L/Corpl. Roberts, c Jones, b Harrison	12
L/Corpl. Morgan, c Peachy, b Harrison	1
S.M. Hale, b Macdonald	5
S/Sergt. Waterfield, c Doyle, b Harrison	1
S/Sergt. Gilbert, c Harrison, b Macdonald	0
L/Corpl. Gordon, c Harrison, b Gillespie	4
Pte. Corbett, not out	51
Pte. Morris, c Trumper, b Macdonald	4
Extras	5
Total	128

Bowling Analysis.

*Peachy	O.	M.	R.	W.
	5	0	27	0
Harrison	11	4	27	6
Jones	5	9	5	0
Gillespie	3	1	13	1
Waters	2	1	13	0
Kinnaird	3	0	28	0
Macdonald	3	1	14	3

*Bowler 1 wide.
†Bowler 1 no ball.

CRAIGENGOWER BACHELORS.

A meeting of the bachelor members of the Craigenower Cricket Club was held yesterday to arrange the annual Bachelors' Dance.

The appointment of a President and a committee duly took place at the meeting, and it was decided to hold the dance on Saturday, February 25th.

SENSATIONAL CRICKET.

M.C.C. DISMISSED FOR 49, BUT WIN.

WYATT BRILLIANT.

[THROUGH REUTER'S AGENCY.]

PORT ELIZABETH, Jan. 9th. Sensation followed sensation in the match between the M.C.C. tourist team and the Eastern Province. The visitors won by ten wickets in brilliant style, after being dismissed in their first innings for 49 runs, the lowest score of the tour.

The scores were:—
East Province: 139 and 95.
M.C.C.: 49 and 187 (for 0 wkt.).

Staples bowled splendidly for the M.C.C., taking seven wickets for 35 runs in the home side's first innings. In reply the M.C.C. collapsed, being all out for under fifty, Ochee with 5 for 32 being most successful with the ball.

Faced with the task of scoring 185 runs to win, England's chances appeared unfavourable in view of the previous low scoring. Sutcliffe and the Warwick amateur, R. E. S. Wyatt, however, knocked off the necessary runs without being separated. Wyatt gave a dashing display scoring 101 (not out) while Sutcliffe's contribution was 79 (not out).

GOLF.

WIN FOR GENE SARAZEN.

ANOTHER TITLE.

[REUTER'S AMERICAN SERVICE.]

MIAMI, Jan. 9th.

Having only last week won the Miami Beach Open Golf Championship, Gene Sarazen, with an aggregate of 299, won the Miami Open title yesterday.

"Jack" Hutchison put up a great fight in trying to wrest the victory, scoring 290, while Joe Kirkwood and Willie Klein tied for third place with 292.

TO-DAY'S FOOTBALL.

INTERPORT PRACTICE GAME.

Hong Kong v. R.N. and R.A.F. combined, H.K.F.C. ground at 3.45 p.m.

United Services Shield Competition.

SENIOR DIVISION.
H.M.S. Carlisle v. K.O.S.B., Sookunpoo ground at 2.00 p.m.

Referee: S. Sergt. Gilmore.
Referee: S. Sergt. Gilbert/Linesmen: Mr. F. A. Willis and Pte. Lamb.

THE INTERPORT.

Shanghai's Team.

The Shanghai team for the match against Hong Kong will be as follows:

Ferguson; Hathaway and Palmer; Pote-Hunt, Gask (Capt.) and Costa; Baxter, Collaco, Goldman, Lee and Geo. Referee: Wells.

INTER-DEPARTMENT FOOTBALL.

Sanitary Board v. F.W.D.

An inter-departmental football match will take place to-morrow after at the Hong Kong Football ground, Happy Valley, between the Sanitary Board and the F.W.D.

The kick-off is at 4.30 p.m. and Mr. McTavish will hold the whistle.

The following players will represent the Sanitary department: Wood; Frost; Watson (Capt.) Seddon, Roylance, Lampril, Armstrong, Strange, Smith, Bradley, Stevens, Murphy, Ponsford.

HOCKEY.

SIM SHIELD MATCH TO-DAY.

The second match in the Sim Shield competition will be played to-day on the U.S.R.C. ground, Kowloon, between teams representing the Hong Kong Hockey Club 1st XI and the Army. The bully off is at 4.30 p.m.

Last Friday, in the first match of the competition, the Navy beat the Royal Air Force.

The Army line-up will be: Capt. Kenny (K.O.S.B.), Sergt. Hooper (Queen's), and Sergeant Dadds (Queen's), Lieut. Kealey and Capt. Webb (Punjabis), and Major Greig (R.E.), Lieut. Dickinson (Queen's), Capt. Howard (R.A.), Lieut. Burton (Queen's), Captain Dobbie (K.O.S.B.), and Sergt. Handcock (Queen's).

The Club will be represented by: Henry, D. Lyon; W. R. Greenhalgh, A. A. Dand (captain), J. E. Noronha; G. B. Slipper, E. L. Sim, F. C. L. Wheeler, W. Woodward, B. D. Evans.

CHESS.

CHAMPIONSHIP OF THE COLONY.

In connection with the Open Chess Championship of the Colony, which will be conducted by the Kowloon Chess Club, entries close on Saturday, January 14th and play will probably start during the first week of February.

Competitors will probably be allowed to choose their own venues, but in the event of a dispute arising matches will be played at the Kowloon Chess Club. The holder for 1926 and 1927 is Mr. C. M. Sequeira.

All entries should be addressed to J. S. Smith, Hon. Sec., Station Hotel, Kowloon.

THE FANLING HUNT.

POINT-TO-POINT RACES.

(Contributed).

The Fan Ling Hunt is maintaining its policy of appealing to as wide a circle of riding men as possible.

Those who have followed the hounds in the pursuit of the elusive fox know that it involves the climbing of high hills and that often means a great deal of foot work as well as riding. To the keen fox hunter this is all part of the pleasure of the chase.

Then there is the occasional "drag" which is run over easier ground than the fox chooses to cross and yet gives the hound lover the opportunity of seeing those interesting animals at their work of picking up and following the scent.

The paper-chase, again, has its devotees and this season there have been some very successful runs.

In the Fan Ling country the laying out a suitable point-to-point course presents many difficulties but if these are overcome, as they very often are, then that form of riding presents great attractions. It is, however, a race with nothing but the inequalities of the country itself to check the onward rush of the keen "thruster." More adept riders who do not aspire to a place "on the card" find enjoyment in a good steady gallop.

A good example of this kind of race is confidently expected on next Sunday, the 15th inst., when the Hunt will meet at the Kennels at 11 a.m. sharp. Riders are asked to remember that they must be at the meet not later than 10.45 a.m. and each must hand to the starter a paper stating his name, weight, and the name of his pony.

The spectators have not been forgotten. Most, if not all, of the race can be seen from a knoll which has been specially selected for that purpose.

LONDON REVISITED.

CHANGES IN THIRTY YEARS.

ARGENTINE MINISTER'S REFLECTIONS.

Senor Don Angel Gallardo, the Argentine Foreign Minister, who is in London on a few days' visit, might very well be taken for a handsome Englishman, says a London newspaper recently to hand.

At Coronation.

"I was here only for a few hours at the Coronation," he said to a pressman, "and the impressions of your capital which have remained stronger in my memory up to now are those of my first visit, when I stayed for some time."

"What a difference I find in your great city to the conditions I saw that long time ago! Then your buildings were, for the most part, only two or three storeys in height, and many of them were very old."

"Now, in my short glimpse of the West End, I see towering new structures everywhere, splendidly built, at a cost which must have been enormous."

"Regent-street has undergone a wonderful transformation. It is a magnificent street; and Piccadilly seems to have altered a great deal—and for the better, in my opinion."

Traffic "Overwhelming."

"London traffic, too, has become overwhelming—one constant stream of motor-cars, omnibuses, and vans. It all means progress, and your nation is nothing if not progressive. Thirty-two years ago what I saw in the streets was picturesque 'hansom' and horse-drawn omnibuses."

Senor Gallardo said he was here purely on a courtesy call, and there was no "superior motive" in his visit.

"I am in London simply for the purpose of conveying the thanks of my country to the King and his Government for raising the Argentine Legation to the status of an Embassy," he said. "I am to be received by the King and Queen to-morrow, and on Friday I hope to see Sir Austen Chamberlain."

Senor Gallardo became very animated, and his face showed strong feeling when he referred to the tour of the Prince of Wales in the Argentine two years ago.

"His Royal Highness greatly strengthened the ties between our two nations," he said. "His visit was of immense benefit to my country. It focussed the attention of the world, and especially Great Britain, on the Argentine, and has resulted in increased trade and prosperity to us."

The "Thorough" Prince.

"His visit will be remembered vividly by my countrymen for a long time to come. He was so amiable, so thorough, and so genuinely interested in all he saw. British capital, which has already done so much for the Argentine, is doing more now, and your trade with us has improved."

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TENYO MARU ... Sunday, 29th Jan.
KOREA MARU ... Tuesday, 30th Jan.
LONDON via Singapore, Suez, Marseilles & Ports.
KITANO MARU ... Saturday, 14th Jan.
HABUSA MARU ... Saturday, 26th Jan.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Wednesday, 18th Jan.
BOMBAY via Singapore, Penang & Colombo.
AWA MARU ... Thursday, 12th Jan.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
GINYO MARU ... Monday, 8th Feb.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
KAMAKURA MARU ... Friday, 20th Jan.
NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... Tuesday, 7th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DURBAN MARU ... Thursday, 12th Jan.
CAIRO via Singapore, Penang & Rangoon.
CEYLON MARU ... Thursday, 19th Jan.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Friday, 20th Jan.
SHANGHAI, KOBE & YOKOHAMA.
ADEN MARU ... Thursday, 19th Jan.
KAWACHI MARU (Kobe direct) ... Thursday, 19th Jan.
MORIOKA MARU ... Friday, 20th Jan.
TAMURA MARU ... Saturday, 14th Jan.
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Further Sailings	Expected here on or about	Will leave homeward-bound on or about
M.S. "Java"	29th January	29th February
M.S. "Australian"	15th February	25th March
M.S. "Asia"	21st February	1st April
M.S. "Africa"	21st March	30th April
M.S. "Malaya"	15th April	27th May
M.S. "Danmark"	25th May	30th June

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

AVERAGE AMOUNT OF CARGO.

SMALL FREIGHT ON BRITISH STEAMERS.

The returns for the 24 hours ended at 9 a.m. yesterday showed that freights imported and carried for other ports were normal. Of the merchandise unloaded here and manifested for ports beyond, British ships contributed only a small percentage.

Local imports amounted to 14,141 tons, of which 2,800 tons were carried in British bottoms. The two best returns were 2,623 tons and 2,336 tons. The former were discharged from the s.s. *Prominent* from Saigon and the latter were from the *Yoh Ludv. Morcinckel* also from Saigon.

Through cargo totalled 14,967 tons. Four British vessels accounted for 2,603 tons. The two best returns were shown by the *Katori Maru* and the *Orestes*. The former arrived here from Singapore with 2,303 tons and the latter, from Shanghai with 4,760 tons.

The arrivals and departures were the following:

	Arr.	Dep.
British	8	10
Japanese	3	5
Norwegian	4	2
Chinese	4	6
Danish	—	1
Dutch	1	—
French	1	5
German	2	2
American	—	1
Total	23	32

Total number of vessels in port: 73.

VESSELS EXPECTED.

American Mail Line.
President Grant, Jan. 18th.
Australian-Oriental Line.
Changte, Feb. 7th.
Taipei, Mar. 9th.
Bank Line.
City of Calcutta, Jan. 14th.
City of Madras, Jan. 24th.
City of Benares, Feb. 12th.
City of Adelaide, Feb. 18th.
City of Dunkirk, Mar. 17th.
City of Bombay, April 4th.
City of Carlisle, April 14th.
Blue Funnel Line.
Hector, to-morrow.
Monte, Jan. 18th.
Prinzess Luise, Jan. 19th.
Volcan, Jan. 22nd.
Trois, Jan. 23rd.
Antenor, Jan. 24th.
Ningchow, Feb. 2nd.
Philippine, Feb. 5th.
Talysius, Feb. 7th.
Aeneas, Feb. 13th.
Autolyus, Feb. 19th.
Achilles, Feb. 27th.
Medon, Feb. 28th.
Poliphemus, Feb. 29th.
Belcherophon, Mar. 2nd.
Calchas, Mar. 4th.
Sarpedon, Mar. 8th.
Rhesus, Mar. 16th.
Teiresias, Mar. 18th.
Eurydromus, Mar. 18th.
Eurydromus, Mar. 27th.
Canadian Pacific Line.
Empress of Canada, Jan. 19th.

British-India and Apar Line.

Takura, Jan. 13th.
Takada, Jan. 18th.
Santha, Jan. 20th.

Dodwell & Co.
Bowen Castle, Jan. 22nd.

East Asiatic Co., Copenhagen.

Java, Jan. 29th.
Australien, Feb. 15th.
Asia, Feb. 21st.
Alaga, April 15th.
Danmark, May 25th.

Eastern and Australian Lines.

Araura, Jan. 24th.
Tanda, Feb. 6th.
St. Albans, Mar. 5th.

Glan Line.

Glenamoy, Jan. 20th.
Glenanda, Jan. 26th.
Glenapp, Feb. 2nd.
Glenluce, Feb. 23rd.

Hamburg-Amerika Linie and Hugo Stinnes Linie.

Oldenburg, Jan. 13th.
Havelland, Jan. 23rd.
Saarland, Feb. 6th.
Emil Kirdorf, Feb. 23rd.

Java-China-Japan L.N.

Tjisalak, Jan. 18th.
Tjisroem, Jan. 18th.
Tjisondari, Jan. 19th.
Tjisorece, Jan. 23rd.
Tjikembang, Feb. 2nd.
Tjisondari, Feb. 6th.

Messageries Maritimes.

Chenonceaux, Jan. 17th.
D'Arignac, Jan. 21st.
Yangtze, Jan. 23rd.
General Metinger, Feb. 1st.
Sphinx, Feb. 15th.
Portheos, Feb. 29th.

Nippon Yusen Kaisha.

Aden Maru, to-morrow.
Kawachi Maru, to-morrow.
Ginyo Maru, Jan. 13th.
Kitano Maru, Jan. 13th.
Tajima Maru, Jan. 14th.
Aki Maru, Jan. 17th.
Ceylon Maru, Jan. 18th.
Kamakura Maru, Jan. 19th.
Mishima Maru, Jan. 19th.
Murotan Maru, Jan. 19th.
Moji Maru, Jan. 20th.
Yamagata Maru, Jan. 20th.
Atsuta Maru, Jan. 23rd.
Matsuyama Maru, Jan. 24th.
Maizuru Maru, Jan. 24th.
Harung Maru, Jan. 27th.
Tenyo Maru, Jan. 27th.
Tatsumo Maru, Feb. 1st.
Delagor Maru, Feb. 6th.
Tottori Maru, Feb. 8th.
Kamo Maru, Feb. 10th.
Mishima Maru, Feb. 12th.

Norddeutscher Lloyd, Bremen.

Anhalt, Jan. 15th.
Sonnebrunnen, Jan. 17th.
Coblenz, Feb. 14th.

Peninsular and Oriental.

Nellong, Jan. 15th.
Deccan, Jan. 20th.
Khyber, Jan. 20th.
Khyber, Jan. 3rd.
Macedonia, Feb. 3rd.
Karmala, Feb. 10th.
Nagpore, Feb. 16th.
Kalyan, Feb. 17th.
Kashmir, Feb. 17th.
Mantua, Mar. 1st.
Lahore, Mar. 11th.
Mongolia, Mar. 16th.
Morea, Mar. 22nd.

Prince Line.

Japanese Prince, Jan. 25th.
Chinese Prince, Feb. 21st.

Swedish East Asiatic Co., Ltd.

Delhi, Jan. 13th.
Ceylon, Feb. 6th.

DAILY WATERFRONT NEWS.

FOREIGN WARSHIPS.

[BY LONGSHOREMAN.]

Another addition to the foreign warships in port was made yesterday when the U.S.S. *Chaumont*, United States supply ship, arrived from the North. The foreign vessels in port are the U.S.S. *Pampanga*, U.S.S. *Sacramento*, U.S.S. *Chaumont* and the Italian warship *Sebastiano Caboto*.

Ship To Be Sold.

The steamship *Hai Mun*, now lying in the Harbour is to be auctioned by order of the Court. Messrs. Lammer Brothers conducting the sale on Saturday. The ship is being sold with all her machinery, engines, boilers, stores, implements, awnings, ropes, anchors, cables, chains, furniture, fittings, etc.

The dimensions and capacity of the ship are:—
Length, 239 feet 7 inches; breadth, 35 feet 6 inches; depth, 19 feet; gross tonnage, 1,314; net tonnage, 641.

Troops Homeward Bound.

The P. and O. s.s. *Kalyan*, arrived yesterday morning from Shanghai, carried 180 troops homeward bound, members of the Shanghai Defence Force.

Distress Signal.

Distress signals made by s.s. *Awaiang* resulted in the putting off of a medical officer to that ship. It was found, on arrival, that a Chinese fireman had been severely injured in the head, by the falling of a combustion chamber door. He was removed to hospital, and is progressing favourably.

"President Monroe" Refloated.

The local agents of the Dollar Line announce that the s.s. *President Monroe*, after being ashore in the Shimonsaki Straits, has been refloated without damage and will be one day late on schedule. Instead of arriving here on Saturday, January 14th, and sailing for Manila on January 15th, she will now arrive on Sunday, January 15th, and sail for the Philippines on Monday, January 16th.

Asiatic Deck Passengers.

The total number of Asiatic deck passengers entering the Colony yesterday was 538.

Marine Court.

The master of a trading junk was fined \$15 yesterday by Commander G. F. Hole at the Marine Court for taking his vessel out to sea at a prohibited hour.

Mystery Monsters.

It is understood that the Cunard Line is immediately ordering the *Super Mauretania* to be built on the Tyne, one thousand feet long, of 66,000 tons, with a combination of superpressure turbines. The careful design of the hull is expected to establish a record speed without undue fuel consumption enabling a four-day crossing of the Atlantic.

Secrecy still cloaks the White Star Line's membership which may be larger than the *Super Mauretania*. The Diesel engines which are already begun will develop a hundred thousand horse-power.

BANK LINE LTD.

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT
"CITY OF CALCUTTA" ... Marseilles, London, Rotterdam & Hamburg ... 22nd January
"CITY OF PEKIN" ... Havre, London, Rotterdam & Hamburg ... 14th February
"CITY OF BENARES" ... London, Rotterdam & Hamburg ... 20th
AUSTRALIA ... SINGAPORE/AUSTRALIA
"CITY OF PALERMO" ... Leaves Singapore ... 7th February
"CITY OF SPARTA" ... Leaves Singapore ... 7th March
For FREMANTLE, ADELAIDE, MELBOURNE & SYDNEY.
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BOSTON, NEW YORK & BALTIMORE ... AMERICAN AND MANCHURIAN LINE
"CITY OF BEDFORD" ... via Suez Canal ... 22nd January
"CITY OF KIMBERLEY" ... via Suez Canal ... 20th February
"CITY OF DURHAM" ... via Suez Canal ... 23rd March
"CITY OF DUNKIRK" ... via Suez Canal ... 20th April

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ANDREW WEIR & CO.

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"MYRTLEBANK" ... 5th February
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE
"TINHOW" ... 20th April

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Fort Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons	From Hongkong (about)	Destination
"DEVANEA"	8,155	21st Jan.	Marseilles, L'don., Antwerp & Hull.
"DELTA"	8,097	27th Jan.	Strait & Bombay.
"MALWA"	10,938	4th Feb.	Marseilles and London.
"KHYBER"	9,114	18th Feb.	Marseilles, L'don., Antwerp & Hull.
"NELLORE"	8,553	25th Feb.	Marseilles and London.
"MACEDONIA"	11,120	3rd Mar.	Marseilles, London and Antwerp.
"KHYBER"	9,114	10th Mar.	Marseilles, L'don., Antwerp & Hull.
"KASHMIR"	9,985	17th Mar.	Marseilles and London.
"KARMALA"	9,128	24th Mar.	do.
"MANTUA"	10,946	31st Mar.	Marseilles, London and Antwerp.
"KALYAN"	9,144	7th April	Marseilles and London.
"MONGOLIA"	16,504	14th April	do.
"MOREA"	10,953	21st April	Marseilles, London and Antwerp.
"KASHGAR"	9,006	28th April	Marseilles and London.
"MALWA"	10,938	5th May	do.
"DEVANEA"	8,155	12th May	do.
"MACEDONIA"	11,120	29th June	do.

* Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hong Kong to London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKIWA"	7,938	15th Jan., 5 p.m.	Singapore, Penang & Calcutta
"SANTHA"	7,734	25th Jan.	do.
"TAKADA"	6,942	12th Feb.	do.

B.I. Aparca Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"ARAFURA"	6,000	27th Jan., 1928	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,958	2nd Mar., "	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Haikou, Oahu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as indicated on the cards.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand
Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NELLORE"	8,553	15th Jan., 2 p.m.	Shanghai, Moji, Kobe and Yokohama
"TAKADA"	6,942	21st Jan.	Amoy, Moji, Kobe & Osaka
"KHYBER"	9,114	21st Jan.	Shanghai, Moji, Kobe & Yokohama
"KHYBER"	9,114	3rd Feb.	Shanghai, Moji, Kobe
"MACEDONIA"	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
"TANDA"	6,958	7th Feb.	Shanghai, Moji, Kobe & Yokohama
"KARMALA"	9,128	11th Feb.	Shanghai, Moji, Kobe & Yokohama
"NAGPORE"	6,233	17th Feb.	do.
"KASHMIR"	9,985	18th Feb.	Shanghai, Moji, Kobe
"KALYAN"	9,144	18th Feb.	Shanghai, Moji, Kobe & Yokohama
"MANTUA"	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
"ST. ALBANS"	4,500	6th Mar.	Shanghai, Moji, Kobe & Yokohama
"LABORE"	5,253	12th Mar.	Shanghai, Moji, Kobe & Yokohama
"MONGOLIA"	16,504	17th Mar.	do.
"MOREA"	10,953	30th Mar.	do.
"KASHGAR"	9,006	13th April	do.
"MALWA"	10,938	27th April	do.
"DEVANEA"	8,155	11th May	do.
"MACEDONIA"	11,120	25th May	do.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
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m.v. "CANTON"	22nd February, "
m.v. "DELHI"	15th March, "
m.v. "CEYLON"	
FOR SHANGHAI, JAPAN AND VLADIVOSTOK			
			Loading about
m.v. "DELHI"	13th January, "
m.v. "CEYLON"	5th February, "

